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Maryland  
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vol. 10  
folio

# Baltimore and Ohio Magazine



May 1922



# Washington As It Is Today

**W**ASHINGTON is the most cosmopolitan city in the United States. Here one will meet people from every State in the Union and every country on the globe. It is unlike any other city in the world. It is not a city of manufactories or commerce, yet it is a hive of industry. Its business quarters occupy a restricted section, and its residential area is large.

It is singularly quiet for a city of its size. The first impression that one gets of the Capital is that everything has come to a standstill. The streets stretch out—wide, tree-lined and seemingly deserted. There is an atmosphere of serenity about Washington that is restful to the visitor. It is as if the people of Washington, close to the heart of our government, realize that great accomplishments require calm and deliberation.

The first thing to greet the expectant sightseer as he alights from his train is the stupendous Union Railway Station—a structure of huge proportions and surpassing magnificence, erected at a cost of more than \$18,000,000. It is one of the finest railway stations in the world, and a most fitting and dignified entrance to the Capital of the United States. All railways entering Washington come into this station.

Emerging from the bustle of the station into broad Delaware Avenue, one catches his first glimpse of the great dome, the crowning glory of the Capitol, "hanging like a great brooding bubble against the pale morning sky."

The beauties and magnificence of the Capitol building beggar description. It stands upon the brow of a hill, in a parkage of sixty acres. It is the most imposing public building on earth. Passing through the bronze doors, one finds himself standing beneath the mighty and world-famous dome. This is Uncle Sam's "reception room" where all of the guests of the Republic come.

Entering the vast circular hall of the rotunda, one is struck by the glorious columned corridors spread out before him. The walls are hung with a bewildering array of paintings and decorated with many marvelous



Baltimore and Ohio Railroad (Union) Station  
Washington, D. C.

sculptures and frescoes. One hundred and eighty feet overhead the vaulted canopy of the dome is aglow with color. It is a huge painted copper bowl, 65 feet in diameter, with a concavity of 21 feet.

A staff of licensed guides are stationed in the rotunda. They charge a nominal price for their services in showing the visitors through the building.

The paintings of Colonel John Trumbull in the rotunda, depicting various historic events, represent the actual scenes as they occurred. Among them is "The Signing of the Declaration of Independence," which was sketched by the painter himself at the time this great document was signed.

The tour of inspection takes one through Statuary Hall (or Hall of Fame), House of Representatives, the Law Library of the Supreme Court, Senate Restaurant, Senate Post Office, Public Reception Room of the Senate, Senate Lobby, Senate Chamber, the Marble Room (the private reception room of Senators), the President's Room (the most beautifully decorated office in the world), and the Supreme Court Room.

If one is present at the time the law-making bodies are in session, he is privileged to see and hear just how the will of the people is made articulate.

The building is open from 9.00 a. m. until 4.30 p. m., daily, except Sundays and holidays. During the session of Congress the forenoon is the best time to inspect the building. Congress goes into session at noon, and when in session flags are displayed on the building, over both the Senate and House of Representatives.

The Capitol is situated only four blocks from the Baltimore and Ohio (Union) Station, and a stop-over of two hours between trains will enable the sightseer ample time to visit this most beautiful and impressive of Washington's public buildings.

Though the Capitol is but one of many places that the sightseer may visit, if this were all that could be seen in Washington, one would reasonably feel well repaid for having traveled a long distance to see it.



THE CAPITOL  
America's most beautiful public building

## The Best Railroad

No matter how hard we try, we cannot make the Baltimore and Ohio Railroad the greatest railroad in the world, or the straightest or the richest railroad. But we can, if we will only try hard enough, create for it the reputation of being the best railroad in the world in point of service. I cannot do it alone. You cannot do it alone. But all of us working together can do it, and I earnestly desire your cooperation in this way.



*President*





# Baltimore and Ohio Magazine

Volume 10

Baltimore, May, 1922

Number 1

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 41,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



WHERE'ER THE  
BALTIMORE AND OHIO  
MAY GO, YOU  
ARE SURE TO FIND  
SAN FELICE  
AND  
EL VERSO

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The Deisel-Wemmer Co.,  
Lima, Ohio  
Cigar Manufacturers

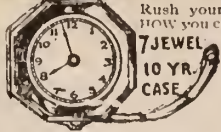
The Parson Knew

A Massachusetts Senator was back home, looking after his political fences, and was asking the minister about some of his old acquaintances.

"How's old Mr. Jones?" he inquired. "Will I be likely to see him again?"

"You'll never see Mr. Jones again," said the minister. "Mr. Jones has gone to heaven."—*Exchange*

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Made Him Tired

The Colonel had a colored hired man who was absent from the farm on Sunday and Monday and finally appeared on Tuesday in a rather dilapidated condition.

"How's this, Sam?" he inquired. "What's been happening to you?"

"Well, suh, you know Sat'dy was pay-dray, and after supper we gets into a big crap game. 'Long come 'bout two o'clock in de a. m. me and Napoleon Sims gets into a li'l friendly argument. Cunnel, befoh I know it he hits me in de mouf and he knocks out fo' teef, and he hits me in de eyes and blacks dem, and he blame near busts mah nose and mah jaw. Den he gets me down on de ground and stomps on me and cracks three ribs. Fo' God, Cunnel, Ah never got so tiahd of a man in all mah life."—*Railroad Red Book.*

She Knew Better

Micky Flanigan came home one day sniffing. "Ye got licked!" cried his mother with conviction.

"Naw, I didn't neither, maw," Micky retorted. "But the doctor was at our school today, tryin' to find out if there was anything the matter with any of us, an' he says I got ad'noids."

"Ad'noids? What's them?" Mrs. Flanigan demanded.

"They're things in your head, maw, what has to be took out," said Mickey in a doleful tone.

"He's a liar," Mrs. Flanigan cried hotly, "an' it's me that isn't afraid to tell 'im so. I fine-comb your head iv'ry Sattaday night, an' it's niver a ad'noid kin I find!"

—*Exchange*

I never see a Ziegfield show

The price of which grows steeper,

But that I say "The trolley steps,

Disclose the same, much cheaper."

—*Partners*

The Cover Picture of This Issue

"Oh yes, I'm quite sure that I've seen them both somewhere in the movies!" someone will exclaim on seeing the fishing picture on the cover of this issue of the Magazine. Oh, but you have not, for this is a real Baltimore and Ohio picture, taken on the Casselman River, and the girls are really, truly Baltimore and Ohio girls. Allow us to present Miss Leah Radcliffe (right) and Miss Lenore Grace (left), who so graciously posed amid this tempting bit of Baltimore and Ohio scenery.

The "fishing party" included Miss Radcliffe, of the Auditor of Passenger Receipts Office, Baltimore, C. H. Dickson, our art editor, who took the picture, and "Aunt Mary" as chaperon, and set out from Baltimore on the night of April 23. Arriving in Connellsville the next morning they met Miss Lenore Grace, of the Division Accountant's Office, Connellsville. Then the party, escorted by Trainmaster M. L. McElheny, boarded No. 6 and rode the observation to Rockwood, selecting the spots along the Casselman River. Through the kindness of Superintendent Brown, they were met at Rockwood by Assistant Superintendent Wolfersberger with his "F-100," otherwise known as the Ford which has been fitted up to travel on the railroad. Boarding this, the party set out merrily to the beauty spots up the river. Here a number of pictures were made, from which the one which appears on the cover was chosen.

**PATENTS**

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# MEMORIAL DAY



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13	45	19

AND every village graveyard will have its green mounds, that shall need no storied monument to clothe them with a peculiar consecration—graves that hold the dust of heroes—graves that all men approach with reverent steps—graves out of whose solemn silence shall whisper inspiring voices, telling the young from generation to generation how great is their country's worth and cost, and how noble and beautiful it was to die for it.

—PUTNAM



# BALTIMORE AND OHIO MAGAZINE

*Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes*

VOLUME 10

BALTIMORE, MAY, 1922

NUMBER 1

*"It is our desire that the people living along our lines should feel that the Baltimore and Ohio Railroad is a good neighbor. For instance, if they are visited by fire, flood or epidemic, etc., they should instinctively call upon us first for assistance, because of our potential strength and our willingness to help them."*

## What the Baltimore and Ohio Means by "Being a Good Neighbor"

*Following the statement on Public Policy made by President Willard at the Deer Park business meeting of 1916, a part of which is quoted in the italicized paragraph above, he and others of our officers have had occasion to restate and affirm it before public assemblages. At a recent meeting of this kind, the chairman, one of the leading business men of the city, suggested to President Willard in a good-natured way that if he really meant that the Baltimore and Ohio should be a good neighbor, he could show it to the citizens of the city in no more satisfactory way than by building a new passenger station. President Willard explained that the Baltimore and Ohio would like to do this but that its financial position at this time would not permit it; however, that some day we hope to be able to provide satisfactory stations, wherever needed. He said further that there are other things that the citizens along our lines would like to have us do and that we would like to do, but that we cannot do; that notwithstanding this, there are many neighborly acts, outside of those called for by our strictly business relations, that we can perform for our friends along the line, and that it is his wish that they be performed to the fullest extent.*

*Even, almost, as he was talking, there were employes at various points on the System who were giving convincing evidence that they had caught and were following the "Good Neighbor Idea," as illustrated by the several stories which follow.—Ed.*

### At College Park, Maryland, Where, During the February Blizzard, the Baltimore and Ohio Was the Only Transport "Muddling Through"

**I**T was only grim determination, ceaseless vigilance and extremely hard work on the part of both the officers and men of the Baltimore Terminal and Baltimore Divisions that enabled the Baltimore and Ohio to operate the only trains that were giving service between Baltimore and Washington during the worst of the blizzard of February last. The complicated electric switching system in the Washington Terminal was put out of business completely. There were other big problems to overcome,

too, but they yielded to superior organization and fine support on the part of our employes, with the result that we were able to give service—and comparatively good service—to all those who sought it between the two cities, and who otherwise would have been unable to make the trip.

An interesting sidelight on this situation, which is a splendid illustration of following the Baltimore and Ohio way of being a good neighbor, is supplied in the following letter:

College Park, Md.,  
February 24, 1922.

Mr. William E. Lowes,  
General Passenger Agent,  
Baltimore and Ohio Railroad,  
Baltimore, Md.

My Dear Mr. Lowes:—

At its February meeting the College Park Home and School Association, which concerns itself with the welfare of this vicinity, unanimously resolved to express the appreciation of the people of College Park for the very generous and efficient service afforded by the Baltimore and Ohio Railroad during the recent heavy storm.

It was observed that nearly all express trains were stopped at this station for several days, doubtless putting the railroad to considerable expense and inconvenience, but enabling our people to continue their work almost without interruption. The Association particularly desires to have you know that many of our people who for various reasons are not regular commuters on the Baltimore and Ohio but use the electric cars for transportation between here and Washington and intermediate points, have enthusiastically expressed their gratitude for this service and their appreciation of the kindness extended by all the employes of the Company concerned.

Yours very truly,  
(Signed) W. E. Claflin  
Secretary

(Signed) Paul S. Bueckley  
President

In his address at the Deer Park Convention of officers of the Railroad in 1916 Mr. Willard said that



we should be good neighbors "because of our potential strength and willingness to help." This is the unselfish side of the proposition—the part imposed on us because we are a public service organization—and the case of our College Park friends is a good one in point. Those commuters referred to as for various reasons not using the Baltimore and Ohio, probably patronize the Railroad most infrequently. But they are our neighbors and towards

them we are glad to show the neighborly spirit.

The other side of this proposition of neighborliness—the selfish interest of the Railroad—may some day be given practical application by our friends at this little station. Perhaps circumstances will later suggest to them that they would like a more regular association with their neighbors of the Baltimore and Ohio, and we may find that they have become our daily passengers and guests.

## At Chester, Pa., Where President Willard Illustrated the "Good Neighbor" Idea

ON April 24 the Baltimore and Ohio had the honor of being host to Marshall Joffre of France, the victor of the first battle of the Marne, who has been on a world tour. He was going from Washington to New York, his car being on the rear of No. 8. Official car 99, with President Willard aboard, was next to it. At Camden Station hundreds of employes greeted the distinguished Frenchman, and his enjoyment of their gift of flowers may be seen from the accompanying

picture. At Mt. Royal Station members of the Baltimore and Ohio Post of the American Legion had also arranged a reception, a great bunch of lilacs being presented to the Marshall by Miss Emily Scott, of the Multi-graph Department, while the back platform on which he stood was flanked by beautiful silk French and American flags. As a send off he was given three old fashioned Yankee cheers.

When Chester, Pa., was reached, the regiment of the Chester Military

Academy was drawn up for review, but the long stops that had already been made, had so delayed the train that it was not deemed advisable to hold it up further for this purpose. When, however, the earnest request of the cadets that the Marshall review them, was made known to Mr. Willard, he, recognizing what a memorable event it would be in their lives, consented to hold the train and himself obtained the compliance of the Marshall in their request.

When the trap door on the observation platform was opened and the Marshall started down the steps, the lameness with which he was suffering was quite noticeable. It was then that President Willard, in the absence of a porter, quickly moved across the station platform, picked up a stepping box, placed it at the bottom of the platform steps and thus assisted the Marshall in alighting in comfort.

The appropriateness of this courtesy on the part of the chief executive of the Railroad to so distinguished a guest, is apparent. The appropriateness of the same or a similar courtesy to *any* guest of the Railroad should be equally apparent to *any* officer or employe, when occasion demands it.



LEFT TO RIGHT: MISS ESTHER AULD, STENOGRAPHER, SUPERINTENDENT'S OFFICE; MISS JUSTA MONTGILLION, CLERK, AGENT'S OFFICE; MISS FLORENCE GOODMAN, STENOGRAPHER, DIVISION ENGINEER'S OFFICE; MISS MAY McCURRY, CLERK, DIVISION ACCOUNTANT'S OFFICE; ALL OF CAMDEN STATION: MARSHALL JOFFRE OF FRANCE

When Marshall Joffre stood on a rear car of No. 8 in Camden Station on the morning of April 24, these young ladies almost swamped him with flowers. The train bearing him from Washington to Philadelphia on his journey home from Japan, stopped for only a few minutes and went on to Mount Royal. A crowd of several hundred persons thronged the platform at Camden Station to welcome the Marshall. Long before the train bearing him came in sight his arrival was heralded by the whistles of all the locomotives in the Baltimore and Ohio yards. As the special car stopped alongside the platform the crowd caught sight of the Marshall seated by a window and cheered him. He came out on the platform and remained only long enough to smile at a battery of cameras and to accept the flowers. The crowd, although disappointed that the Marshall did not make even a short speech, cheered and waved as the train left the station

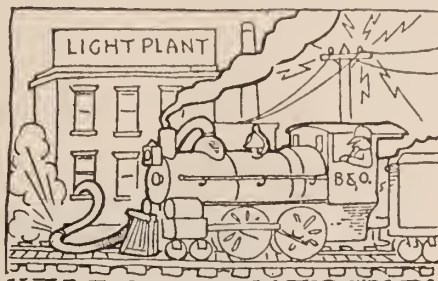


## At Willard, Ohio, Where a Baltimore and Ohio Locomotive Kept the Municipal Power and Water Plant Going for Five Days

EDWARD F. MOLZ, traveling car agent of our Transportation Department, recently sent to the MAGAZINE office a clipping from the *Toledo Daily Blade* which contained the accompanying picture and an interesting little story about our Chicago Division's idea of what being a good neighbor means. We wanted more detail and it was supplied by M. S. Kopp, assistant superintendent of this division, as follows:

On April 11, flue sheet of one of the boilers, Willard Municipal Power and Water Plant, sprung a leak. The remaining boiler was not sufficient to maintain steam to supply the city with light and water. The Baltimore and Ohio Railroad was appealed to for assistance, and engine 2221 was placed at the power plant to supply steam to take care of this emergency.

The engine was in service from the 11th to the 15th, during which time repairs were being made to the boiler. It consumed 30 tons of coal and supplied ample power to maintain standard for light and water pressure. This enabled the city to feel free from any possible danger of fire, or loss of light.



*Toledo Daily Blade*

Mayor Perry I. Immel, President of the Council C. J. Robinson, and Chairman of the Board of Public Affairs W. F. Jump have expressed their appreciation for the prompt action on the part of the Baltimore and Ohio in coming to their assistance in the emergency.

That the good effect of the Railroad's performing such a service as this is not confined to the locality affected, is shown by the story which got such big circulation in the *Toledo* paper. This is inexpensive advertising, to say the least. Usually it is the kind that can't be bought at any figure—except the price of the neighborly service which is more and more becoming "the Baltimore and Ohio Way."

## At Departure of Special Train, Pan-American Delegates, Baltimore to Washington

ONE of the finest trains of coaches ever operated as a special by the Baltimore and Ohio, was provided for the women delegates to the Pan-American Conference, held in Baltimore during the week of April 22-29, for their excursion to Washington and return on April 28. Thoroughly cleaned inside and out, these coaches were of uniform design, looked as if they had just come from the builder's shop, and made a pretty picture as they were being loaded at Mt. Royal Station.

It had been expected that most of the 800 women who left from Mt. Royal at the scheduled time of 9.55 a. m., would carry only brief cases or light hand bags with them. Many, however, apparently expected to go

direct to their homes from Washington without coming back to Baltimore, and, as a result, had heavy suit cases and valises with them which swamped the small force of porters at the station. Sensing this situation at about 9.30, when he had occasion to go through the already crowded station, S. I. O'Neill, storekeeper in the Timber Preservation Department, rounded up about ten employes on the second floor of the stations (and among them three or four women who did valiant service) who, for the next half hour had plenty of experience as porters for one day, but withal a lot of fun helping some of the overburdened delegates with their luggage.

Even before these had gotten to work, General Superintendent White,

Superintendent Shriver, Assistant Trainmaster McCabe and General Car Foreman Keenc, who were supervising the movement of the train, and Ticket Clerk McClintock, with several other employes, had been "smashing baggage" and helping relieve the pressing emergency.

If some of the delegates were surprised at having their tips politely declined by attractively attired and smiling young women baggage porters, and by railroad officers and men employes who were also acting a double role, most of them appreciated the unusual courtesy in the same degree as did one of the delegates, who said: "Well, the Baltimore and Ohio was hospitable when it brought us here and is continuing to be so until the end of the convention."

### Why the Sleeping Car Surcharge?

THERE has been considerable adverse criticism levelled against the surcharge—perhaps more criticism than any other traveling expense has brought forth.

As railroad employes we all understand that the principle on which the surcharge is based is reasonable. The traveling public, however, does not. If they understood the principle on which the surcharge is collected there would be less complaint against it. Result—end of wrongful criticism.

Employes can do a lot toward ending this unjust criticism. Train and traffic employes coming into direct contact with the traveler are in a position to end this unjust criticism. How can they perform such a duty?—by making proper and courteous explanation of the surcharge principle.

Sleeping cars are like box seats at a theatre—they provide greater comfort and pleasure while traveling. The average capacity of a sleeping car is 27 passengers. The average capacity of a coach is 80 passengers. Railroad rates should be based on cost price in at least some measure. Statistics show that for each coach passenger the average dead weight is one ton, while it is four tons per sleeping car passenger.

It costs just four times as much to haul a sleeping car passenger as it does a coach patron.

The regular charge for a Pullman merely takes care of the actual Pullman accommodations, bed, washing facilities, porter. The extra expense—the surcharge—is paid to the railroad company to meet the additional cost of hauling the passenger. That's all there is to it.



## With President Harding and Party, Washington to Cincinnati and Return, April 26-28

*Officers and Employes Congratulated by Vice President Galloway  
for Splendid Handling of Train*

ON April 27, on the occasion of the centennial celebration in honor of the birth of former President Ulysses S. Grant, President Warren G. Harding unveiled the memorial in the town of Pleasant Plain, Ohio. President Harding and his party used a special train over the Baltimore and Ohio for this event, leaving Washington on April 26, arriving in Cincinnati the next day, leaving there the same day and arriving in Washington on April 28.

Whenever a president of the United States travels over the Baltimore and Ohio, a standard set of instructions, worked out with great detail and care, is put into effect for the operation of his train. The Baltimore and Ohio holds an enviable place among the railroads for the safe operation of its trains, and the speed limits which are so carefully maintained, are widely recognized as being conducive both

tained to the minute, every detail working out as had been planned in the original instructions. When President Harding returned to the station



President Harding's special arriving in Cumberland

in Cincinnati for his departure on the night of April 27, the throng which met him was so great that he and his party were unable to get to their cars

General Managers Begien and Scheer:

I want to congratulate all of you on the splendid execution of the arrangements for handling the special train of President Harding from Washington to Cincinnati and return and express my personal and official gratification for the excellent manner in which the crews handled the train, particularly for the regularity in running time, the smooth handling by engineers and for the clean, almost smokeless firing.

It reflects additional credit on employes of the Baltimore and Ohio for handling passenger trains the Baltimore and Ohio way.

An especially even run was made on the return trip. The train ran from Grafton, W. Va., over the



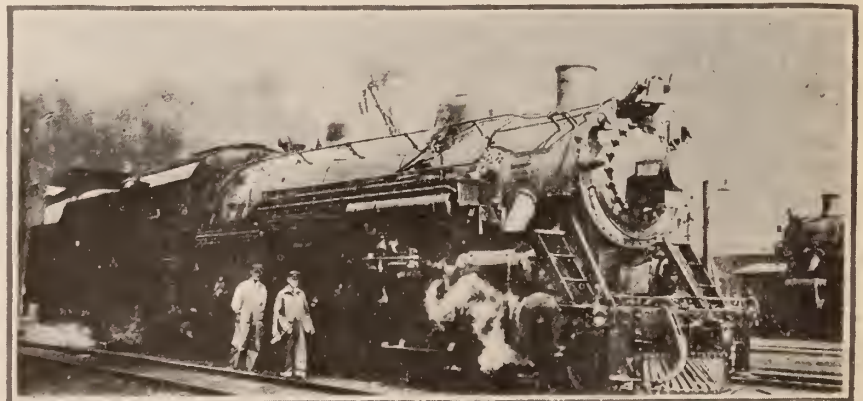
Changing engines on President Harding's special at Cumberland

to safety and to smooth riding. Yet the safety of the president of the United States is of such paramount importance to the country that the railroad having the proud distinction of his patronage gladly arranges every detail that can possibly contribute to his comfort, convenience and well-being.

President Harding's "special" consisted of six cars: a combination car which was used by the train crew and for baggage; two twelve-section sleepers for newspaper men, Secret Service men and others; the private car "Patriot," occupied by Mr. E. D. McLean and party, and the private car "Idcal," in which were Mr. and Mrs. Harding and their special guests. A dining car, with a picked crew, remained with the train the entire trip.

Schedule time or better was main-

in time to allow his train to depart on schedule. Even with this delay, however, the train reached Washington three minutes ahead of the time set for its arrival.



Engine 5227, Engineer W. B. Tayman and Fireman T. F. Campbell, just prior to taking President Harding's special east



mountains and to Washington with only one stop, at Cumberland. The distance from Grafton to Washington is 253 miles. The first leg, Grafton to Cumberland, 101 miles, was made in 3 hours, 19 minutes; and the second leg, Cumberland to Washington, 152 miles, in 3 hours, 38 minutes.

An opportunity was afforded the

President and his party of viewing the beautiful scenery as the train passed over the crest of the Allegheny mountains, and the smooth riding of the train and consequent comfort of its distinguished passengers, bore eloquent testimony to the splendid condition of our track and equipment and the skill of our engineers.

tives of the majority of the largest manufacturers and shippers of the country, and the work of the club in bringing such men in close touch with the representatives of the carriers, certainly tends to bring closer cooperation and harmony of each interest, to the mutual benefit of both.

## Traffic Clubs Are Helping Reduce Claims

By C. C. Glessner, General Freight Claim Agent

**M**ANY of the traffic clubs are doing good work in educating shippers in Claim Handling and Claim Prevention, and of them the New York Traffic Club is a leader.

In the early part of March last, I received through our assistant freight traffic manager at New York, W. F. Richardson, an invitation from Mr. T. T. Harkrader, president, New York Traffic Club, to attend their meeting and "Freight Claim Agents' Night," held March 28, 1922.

At 9.45 a. m., over forty freight claim agents and freight claim officials representing various carriers, met at the New York Athletic Club, and made an automobile tour of the various industries and terminals around New York City and Brooklyn.

Among the points of interest visited was the gigantic plant of the Bush Terminal. This covers 250 acres of developed properties, housing some three hundred manufacturers and distributors, and has pier capacity for forty two vessels to load or unload at one time. There are numerous storage warehouses, cold storage plant, a United States Post Office for mail and parcel post, express and railroad office and other railroad facilities. The Bush Terminal Company is said to represent a community equal to 50,000 people.

In the evening we were requested to attend the regular monthly meeting of the Club, Mr. William C. Fitch of the Southern Pacific Company, having been selected as the principal speaker of the evening. Mr. Fitch made an excellent address, couched in such clear and concise terms that he left nothing to be misunderstood or inferred. The keynote of his speech was "Cooperation of Shippers with Carriers," and it is easy to understand what a far reaching effect this speech will have. The views he expressed on Claims, Claim Prevention and Causes from which Loss and Damage Claims arise, are those generally taken by carriers. His answers to the twelve questions contained in the Questionnaire of the Traffic Club previously submitted

to him, were apt and enlightening to those present.

The membership of the New York Traffic Club consists of representa-

### New Equipment

**T**WO new dining cars have been added to the present equipment operated by the Baltimore and Ohio between New York and Pittsburgh in both directions, on Trains 5 and 6, the premier through trains of the road.

## Why Work Overtime?

Mt. Royal Station, Baltimore, Md.,

April 21, 1922.

Dear Everybody:

A trainman with whom I am well acquainted has a habit of wearing a face full of frowns. No matter whether the day be stormy or clear, whether he is feeling fine or otherwise, he seems to go to work with a frown and keep it on all day long. His expression would make a person think of how pleasant(?) it must be to get up with a grouch and to keep it on all day. So when, yesterday, one of our girls sent me a little clipping which is guaranteed to put a new wrinkle into your brain and to take fifty-two wrinkles out of your face, I decided to try it upon my friend, the trainman. And this morning when I saw him come into the baggage room at Mt. Royal Station I knew that this was the time.

He came in as usual, with a frown on his forehead and a dozen or so wrinkles on each side of his jaw, and an expression in his eyes that made me feel as though he would like to bite my ears off. I thought of Emmy's little clipping and gathered up my courage.

"Good morning, Mr. Blank," I said politely, "I've a message for you."

"Good morning, Miss Magazine," he said, still frowning, "A message, you say?"

"Yes, but first of all, tell me what you are frowning about."

"Oh, I don't know, nothing in particular, I guess."

"Then here's the message: Emmy says that it takes sixty-five muscles of the face to make a frown and only thirteen to make a smile. Why work overtime?"

He looked at me quizzically for a minute. Then he began to smile. In a few seconds his mouth was open in a wide "Ha! Ha!," and I knew the medicine had taken effect.

"Well, Miss Magazine, I reckon you're right about that. My wife just said to me this morning, 'Why, Ed, are you going on a train and take up the tickets with that scowl on your face?'"

"I tell you," he continued, "it's only a habit. Oh, yes, and my glasses need changing too; it's a little difficult for me to read, and maybe that's got something to do with it. But I'll try to think about that. How many muscles did you say it takes?" I told him.

"So long!" he called, "here's my train. I'm going to tell that tale to the first crusty brakeman I can find." And when he had gone I wondered if the commuters on his train would notice the difference that day.

Do you frown unconsciously? So do I. Let's get our glasses changed and memorize the little prescription: It takes sixty-five muscles of the face to make a frown and only thirteen to make a smile. Why work overtime?

Yours Sincerely,

*Margaret Talbot Stevens*

Associate Editor



## Teamwork Wins on the Railroad as It Does on the Baseball Field

*When the Manager orders a bunt, don't try to smash the ball on the nose!*

*By a Division Superintendent*

THE resemblance between a division of railroad, efficiently operated, and a baseball team well and successfully handled, is remarkable. It is the punch that counts; the ability to get a hit at the time most needed. No baseball team was ever successful, regardless of how many stars made it up, unless their work was coordinated into a smooth, easy-working machine that functioned properly and smoothly. This is equally true on a railroad and the work of the successful baseball manager and the successful superintendent are almost identical.

A baseball team, or a division of railroad, may win one game by sharp practices or crooked methods, but at the end of the season the well organized and well balanced team or division will stand many points ahead of the team made up of stars who are not working together and who stoop to sharp practices.

Many years ago, at a deciding game between two rival teams in the cities of St. Paul and Minneapolis, at which the pennant of the Western League was at stake, and the score in the ninth inning was 3 to 3, St. Paul had a man on second and a man on first. The St. Paul batter hammered out a Texas leaguer and the little player on second started home and got there. The umpire declared him safe, and the Minneapolis players started a riot, claiming that he had not touched third base in coming home. During the discussion it became apparent that the umpire had not seen the play and was at a loss to make a decision. The matter was put squarely up to the runner, and despite the fact that it meant the loss of the game and the pennant to his team, he came out and stated that he had failed to touch third base. That man is now the manager of one of the biggest major league teams in the United States.

The man who is crooked in his sports is bound to develop into a crook in his business. Conversely, the man who is clean and upright in his sports will be the same in his business.

The writer has heard the president of the Baltimore and Ohio Railroad say many things in the last ten years, but of all of them the one that made the greatest impression is the remark

made at Deer Park some years ago, when, in outlining the policy of the Company, he stated that it would be the policy of the Baltimore and Ohio Railroad to be a good neighbor in the communities which it served. The writer has used this in numerous talks that he has made before various civic bodies, not as the utterance of our president but as if it was his own, and in each instance it was easy to see that it made a deep impression on the audience. "A good neighbor" means a lot. It carries with it the idea of a clean man who is fair in his dealings. The community regrets when he leaves—it hates to lose a good neighbor.

### Every Player Should Know Purpose and Policy

The great thing in managing a baseball team or a railroad is to let the players in either game know what you are trying to do and what the general policy is to accomplish this end. I have worked on several of the large trunk lines of this country, and I believe that the Baltimore and

Ohio Company is so organized by its general officers that the least important player in the ranks can easily find out what the objective is and what the policy is to accomplish the objective.

In days gone by, when the writer was actively engaged in playing baseball, if he had any good points as a ball player it was his ability to hit, or, in baseball lingo, to "poke her on the nose." In one of the critical games of the university which I attended, despite the fact that I had a batting average close to 400, I was called upon to bunt by the manager of the team. It was exactly what I did not want to do, but having been disciplined to obey without question, I carried out his instructions and bunted the ball. The result was that we defeated our opponents, the first time, by the way, in seven years.

The lesson to be drawn from all of this is, first—Whether you are playing baseball or railroading, conduct your business on the high grade that will give you the respect of the people that you come in contact with. Second and most important—Learn to bunt when directed to do so by your manager, regardless of your desire to make a home run. On this basis only can we function properly and secure the results that the manager of our big Baltimore and Ohio baseball team desires.

## Senior Vice-President George M. Shriver Elected a Member of the Board of Directors of the Baltimore and Ohio on April 26

GEORGE McLEAN SHRIVER, senior vice-president, was elected a member of the Board of Directors of the Baltimore and Ohio Railroad Company at a meeting in New York on April 26, to take the place made vacant by the death of H. L. Bond, Jr. Mr. Shriver has been identified with the Company for 36 years, nearly all of which he has spent in the executive department during the regimes of Presidents Mayer, Cowen, Loree, Murray and the present chief executive, Mr. Willard.

Mr. Shriver was born in Hightstown, N. J., in 1868, the son of the late Samuel S. Shriver, a Presbyterian minister, and Caroline McCluskey Shriver. He started with the Baltimore and Ohio in 1886 as a clerk in the Accounting Department, shortly thereafter going with the United States Express Company, but in 1888 becoming private secretary to Charles

F. Mayer, who was then president of the Consolidation Coal Company. In the fall of that year, when Mr. Mayer was elected president of the Baltimore and Ohio, Mr. Shriver continued with him as private secretary. In 1896 John K. Cowen became president of the Company and Mr. Shriver remained as his secretary, likewise serving with the next president, L. F. Loree. In 1901, Mr. Loree promoted Mr. Shriver to assistant to president and in that capacity he continued during the remainder of Mr. Loree's tenure and throughout the presidency of the late Oscar G. Murray from 1904 to 1910.

In 1911, just one year after Mr. Willard became president, Mr. Shriver was elected second vice-president of the Company and placed in charge of the financial and accounting departments. In 1916 the Board of Directors abandoned the numerical



designations of the vice-presidents, there being four at that time, and on March 1, 1920 Mr. Shriver was elected senior vice-president, which office he still holds.

During the administration of John K. Cowen from the early 90's, Mr. Shriver was in constant touch with the reorganization of the property, and since, particularly during Mr. Willard's administration, has looked after the great financial problems that have made possible the vast improvements necessary for the development and maintenance of the Baltimore and Ohio, now one of the

important trunk line systems of the country. During Federal control, when the railroads were taken over by the Government as a war measure, Mr. Shriver was the corporation's only vice-president, the others having become Federal officers.

At important rate hearings in the past decade before the Interstate Commerce Commission, Mr. Shriver has represented not only the Baltimore and Ohio Company, but the railroads generally, in their efforts to demonstrate the necessity for increased rates. Last winter when the railroad rate inquiry under the Trans-

portation Act was in progress, Mr. Shriver was general chairman of the Accounting Committees, appearing before the Commission for the Class 1 Railroads of the country as a whole and for the carriers in the Eastern District particularly. Mr. Shriver has also appeared before the Senate and House Committees on several occasions during investigations of the railroad situation, particularly when the question of the return of the carriers to their owners was under consideration, the investigation which resulted in the Transportation Act of 1920.

### Some of the Officers of the New Akron Division

*Cut kindly loaned by the Akron Press*



Reading from left to right, top to bottom: Donald F. Stevens, superintendent; C. P. Angell trainmaster; J. L. Shriver, road foreman of engines; C. F. Farmer division freight agent; E. J. Correll, division engineer; J. A. Tschuor, master mechanic; M. E. Tuttle, division operator



# Increased Forces Now Employed on Railroad as Result of Better Business

*"Bring more furloughed men back to their jobs by getting more business," is slogan which the Management has already put into practical effect*

THE series of "appreciation" meetings conducted with many of our chapters of Veterans by H. O. Hartzell, manager Commercial Development, and G. W. Sturmer, grand president of the Veterans, during March and April, was closed with a meeting at Philadelphia on April 19. It had been the wish of President Willard that he might express in person his appreciation to the Veterans and other employes, who made such a splendid showing during our business getting campaign, but his other engagements made this impossible. He was deeply gratified at the response made to his request that our employes solicit business, ex-officio, for the Road. But he was more deeply gratified because this showing was a notable indication of the loyalty of Baltimore and Ohio men.

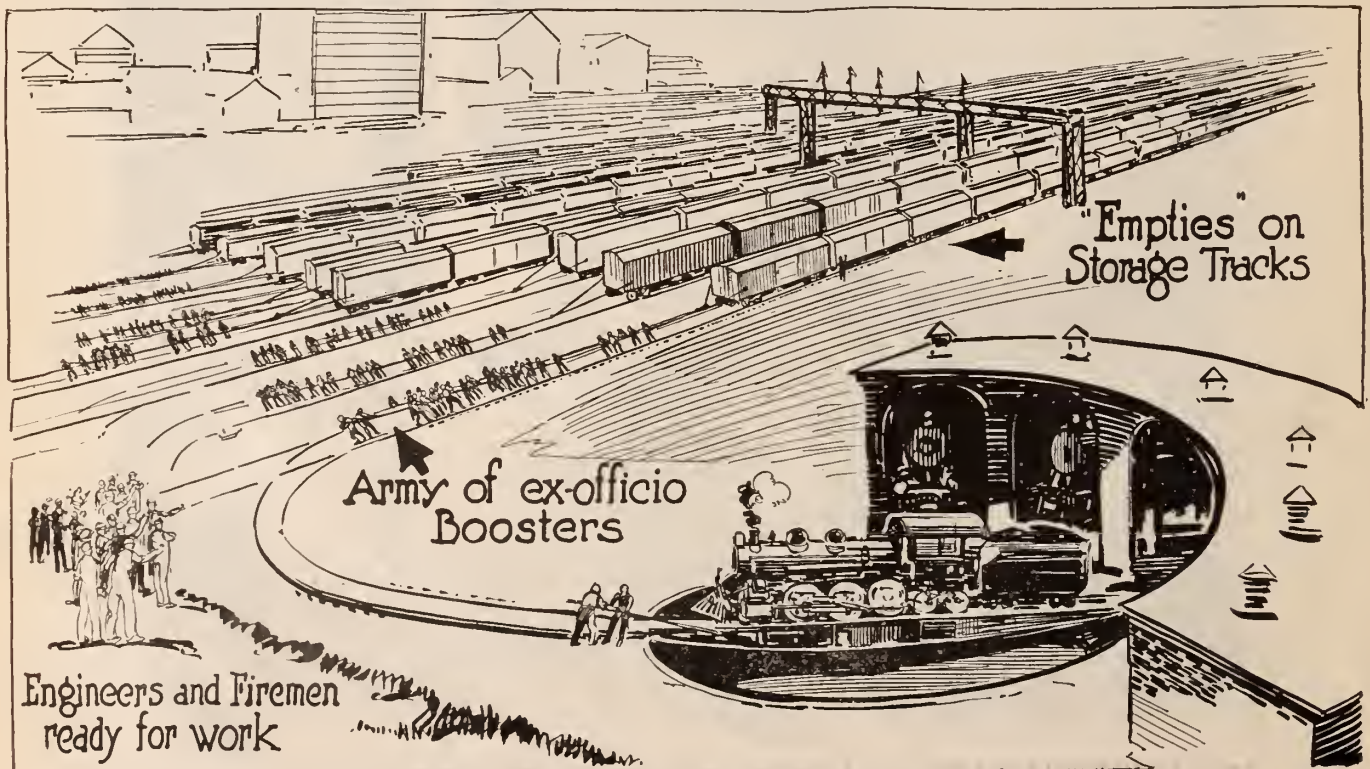
Mr. Hartzell, bearing the message of appreciation from Mr. Willard, reported many interesting things which occurred on his trip. On several occasions, for instance, upon hearing the message delivered by Mr. Hartzell, the Veterans moved a rising vote of thanks to be taken back to the president in Baltimore. All along the line it was made most ap-

parent that the tabulation of results accruing from the soliciting campaign, as given in the MAGAZINE, did not represent nearly all of the business secured. It is a safe guess, indeed, to say that instead of the nearly 2500 cars of freight reported on the postcards, there were at least five thousand cars brought to our rails by the interest and work of the Veterans and other employes. Time and again an officer would tell Mr. Hartzell of a movement of considerable size secured by our men outside of the Traffic Department, but never formally reported.

Mr. Hartzell made it clear at the meetings that the Company has done its part in bringing back to work as many men as our increased business would permit, a larger proportion of them, he believed, that that returned to work by any other railroad. And it will be remembered that while he was on the road, in addition to the large number of train service employes called back to work to handle our increased business, our shops at most points on the System were being operated at capacity. Unfortunately, the situation in the coal business since that time has again made it necessary to reduce forces at certain

points. But notwithstanding this the Baltimore and Ohio is still keeping comparatively large numbers of men at repair work.

Increased business is still badly needed on the Baltimore and Ohio, particularly because coal normally bulks so large in our car loadings and because our business in this commodity has been so reduced by the coal strike. But much as we need business from the standpoint of increasing our revenues, we are especially anxious to increase our daily carloads to the extent that more and more men can be put back at regular work. The underlying factors which provide smooth and efficient transportation on the Baltimore and Ohio, track, structures and equipment, are in good shape today and we could handle a much larger volume of business than we now are. But indications that business in general is improving, point to the necessity of complete preparation on the part of the railroads to handle an increasing volume of traffic. Our volunteer solicitors can, therefore, bring many of our employes now furloughed back to their jobs by continuing to get their friends and acquaintances to ship and ride via the Baltimore and





Ohio. For the larger our revenues, the more money will be available to put men back at work.

Interesting as it has been to see in the MAGAZINE reports of business secured by individual employes, it has been decided to discontinue the reports of individual solicitation for the time being. Many of the employes have been adverse to sending in the report postcards because of undue modesty. Others have said that the shippers whom they approached were willing to give us the business asked for but did not wish to put themselves on record in writing to that effect. Finally, Mr. Hartzell found that so much business was secured during the soliciting campaign, but had not been reported, that it made it appear that the MAGAZINE lists were not fairly representative of the work done by employes in all branches of the service and all over the System.

## Being Called a "Street Hound" by One's Sister Isn't so Bad When it Means New Business

*"As much as I hate to do it, I will give this information to you if it will do you any good. However, when any of the railroad street hounds come in this office, they surely do get a cold reception, especially when I am busy. And, believe me, every little old jerk water road in the east has a street hound out here during the shipping season. I did not know if consignees out of Columbus would be of benefit to you or not.*

*Grace."*

THE quoted italics above contain the last paragraph of a letter sent by Miss Grace Smith, traffic manager of the Vegetable Exchange of California, to her brother, Yardmaster L. E. Smith, of Columbus, Ohio. Pretty hard words for a sister to write to her brother, don't you think? But they take on an entirely new complexion to us Baltimore and Ohio folks when we read what preceded them in the letter. Here it is:

Out of Antioch, November 13, SFRD 15148, celery, consigned to Stevens Brothers, Baltimore, Santa Fe, Baltimore and Ohio.

Out of Walnut Grove, November 17, PFE 648, celery, consigned to Bender Streibig Co., Cincinnati, SP E. P. S. W., C. R. I. & P., Baltimore and Ohio.

Out of Antioch, November 15, S. F. R. D. 12768, celery, consigned to J. J. Castellini, Cincinnati, Santa Fe, Wab., Baltimore and Ohio.

Almost every month sees more railroads striving to get their employes interested in the individual soliciting idea started by President Willard on the Baltimore and Ohio. Several of these roads have written to our Management and asked how we did it. It is no secret among Baltimore and Ohio folks that our Veterans have been the backbone of the movement and it is confidently hoped that they will continue to lead the way and even improve upon the good results already achieved.

It should also be remembered that business secured can only be held where good service is provided. This gives many employes, who for one reason or another cannot do as much as many of our Veterans have done in the actual solicitation of business, a chance to do their bit.

Read the interesting business getting article which follows—it is certainly an unusual one.

Out of Antioch, November 14, SFRD 12082, celery, consigned to Louis Meyer, Cincinnati, Santa Fe, Wab., Baltimore and Ohio.

Out of Antioch, November 16, SFRD 8592, celery, consigned to Louis Meyer, Cincinnati, Santa Fe, Wab., Baltimore and Ohio.

All of which means that Yardmaster Smith (who is described in a letter from M. H. Broughton, train master and chief dispatcher of our line between Columbus and Newark, as a "quiet and unassuming fellow, who has, however, succeeded in get-

ting much business and making good friends for our Company") has a sister, Miss Grace Smith, the traffic manager of the Vegetable Exchange of California. And "Brother" Smith, becoming imbued with the business-getting spirit of Baltimore and Ohio folks, wrote "Sister" Smith and asked her to favor us in routing via our line the many carloads of fine vegetables that her company ships across the continent to the fastidious markets of the east. The result is a stack of postcards which have been sent to the MAGAZINE office by Superintendent Kruse and Mr. Broughton, on each one of which is the good news that Miss Grace has remembered her brother's request and forwarded another car or two or three for partial routing, and usually delivery via Baltimore and Ohio.

The first letter on this case left the office of Mr. Broughton on December 4. In the next month or so post cards reached the MAGAZINE office in such numbers that we now have quite a respectable pile of them. And the last letter that Mr. Broughton sent us on March 22, was concluded, "It is gratifying to know that the carloads of vegetables sent by Miss Smith, at her brother's request over the Baltimore and Ohio, continue to move over our line."

Now, Miss Smith, when you get tired of poking fun at your brother for playing the role of "street hound" ex-officio, you can start calling any number of appreciative Baltimore and Ohio folks in the east any names you wish, just so long as you continue to be the really splendid sister and business woman you must be, and place on your routing orders the magical "Baltimore and Ohio" that means so much to us. Here's to you!



L. E. Smith, general night yardmaster, Columbus, Ohio, and his sister, Miss Grace Smith



# "This Ice Cream Was Never Made with Cream —It Was Made with Brains," Said Lady Astor, at Lunch on the Baltimore and Ohio

On April 22 Miss Stevens, associate editor of the Magazine, was in Philadelphia on business. It was pure good fortune that she had the opportunity to meet Lady Astor at lunch on our train No. 1, returning to Baltimore. On the day following she wrote her father of her experience and in no better way could we tell the little part that the Baltimore and Ohio has played in the wonderful greeting and hospitality that Americans have shown this distinguished Anglo-American woman, than by reprinting Miss Stevens' letter verbatim.

The Baltimore and Ohio can, by the way, claim a sort of kinship with Lady Astor, for her father, Colonel Langhorne of Virginia, and known among railroad men as "Chilly" Langhorne, was a contractor who had charge of the building of quite a considerable part of our right of way. Famous in her 'teens as one of three beautiful sisters, Nancy Langhorne is now the titled mother of six children, the first woman who was ever elected to the oldest representative political body in the world, the British House of Commons, and since her recent arrival in this country has delighted thousands of Americans not less with her rare good sense and wit than with her beauty and charm of manner.

Miss Stevens' letter to her father follows:

Mt. Royal Station,  
Sunday Afternoon,  
April 23, 1922.

*Mon chere Pere:*

You know I use that title only when I want to tell you some 'special' good news. I can hardly wait to tell you this. Oh, if you only knew how excited I am after the adventures of yesterday! I can almost hear you laughing and saying that you bet that I had a visit from Lady Astor. Well, old guesser, you may bet your last collar button that you're not far off the track.

On my way home from Philadelphia yesterday I purchased a reservation for the chair car, and the big surprise came when I found myself right in the midst of the Astor party. You may know that I pinched myself because of the good luck that I had to fall into a thing that I probably could not have hit upon had I tried my best to arrange for it. "Here's luck," said I to myself, "and a chance to get something for the MAGAZINE, so go to it." I went.

No, I did not interview her. There were enough reporters on hand already, and I knew that what she was saying was only what she had already given out to the reporters in New York. Moreover, I thought that since she had shown her excellent judgment in riding on the Baltimore and Ohio, we ought not to bother her any more than we could help. However, I felt in my bones that there was something more than the

ordinary coming to me, so I just sank down into the big chair and waited, with one eye out of the window, and the other everywhere. I tried to figure out which one of the women in the car was Lady Astor. No one of them looked particularly like the pictures that I had seen of her, but I had just decided on a very good looking woman with light hair, when I heard a voice saying,

"Oh, dear Lord Astor, won't you please let me get a peep at Lady Astor—just a tiny peep?"

Then I looked up just in time to see a tall man in a gray suit and cap, with a mustache and brown eyes, laughing at the little lady who was a reporter for one of the Baltimore newspapers.

"No," said my lord, as he kept his hand on the knob of the door which led to the compartment, "for you see, if I should let you get your head inside I should not be able to close the door without breaking your neck—and that would certainly be a catastrophe."

Then I knew that I had not yet seen Lady Astor. Pretty soon her secretary arose from her chair and started for the compartment, followed by an army of reporters.

"Don't follow me," she was begging them, "Don't, I say I don't want you to follow me!" and she stamped her foot to emphasize her displeasure. But on they came, like the valiant Six Hundred, and it was only after she had ducked behind Lord

Astor and a tall man from Massachusetts that she managed to get into Lady Astor's compartment.

The excitement died down, and I buried myself in my newspaper, becoming so engrossed in it that I did not even notice the people who were passing by on their way to the diner. It was perhaps ten minutes later when I began to feel the pangs of hunger "stirring my innards," as old "Bill" Foote used to say, and I remembered that the Baltimore and Ohio carried on its trains such appendages as dining cars—"business getters" I call them. You'd say that, too, if you came up this way very often. Anyway I walked back there, only to find the diner filled. I pulled my belt a little tighter and started back, when the steward called me.

"Here's a seat, Miss," he said, and escorted me to the other end of the diner, where I sat with three others—a lady and gentleman on the side opposite me, and an elderly lady on my right. From their English accent I knew them to be members of the Astor party, and I casually raised my eyes to meet the laughing eyes of a woman who held one of our famous corn muffins in her hand.

"Nancy," said the one who sat at my right, (but she pronounced it Noncy) "do you call those cakes or biscuits?" The merry-eyed woman laughed, and in a mellow voice found only in the South, replied,

"Well, I suppose they call them cawn (corn) pones—but oh, they are such polite little cawn pones. They ought to see the cawn pones, the real ones, that we have in Virginia—made of real yellow cawn meal. But I rather like these little polite ones, don't you?"

Mon Pere, I laid down my fork, and in true Baltimore and Ohio form, I STOPPED, LOOKED AND LISTENED!

Of all things. The man was Lord Astor, and the lady of the "cawn pones" was none other than the famous Nancy Langhorne, Southern beauty, now Lady Astor, Member of Parliament! Such luck, and to me who only expected to catch a glimpse of "my lady passin' by," and she sitting opposite me with only a tiny dining car table between us! I've been trying to figure it all out ever



since I got back. Uncle Joe says it was because the Lord was with me—I guess he means Lord Astor.

We were getting into Newark, Delaware. "Oh, see the boys playing at cricket!" said the lady at my right, who was a member of the party.

"No," replied his lordship; then turning to me he asked, "That's baseball, isn't it?"

"The great American game," I told him. And then they wanted to know more about Delaware University, baseball, the town of Newark, the elm trees, and several other things which I was so glad that I was able to tell them.

"Yes, yes," said Lady Astor, "I remember Delaware College as it used to be, but oh, I love Hopkins." And as she gazed out of the window, I could fancy that she was thinking of the pranks that she used to play at school.

"What small houses!" quoth his lordship. "They look as though one might pick them up and carry them down the street."

"They did that once," I told him. "I saw some inhabitants of the town set a house on rollers and roll it down

College Avenue and through the main street of Newark." He laughed heartily as he swallowed the last crumb of his planked shad. At this moment our woman passenger representative, Miss Gessner, came forward and gave me the proper introduction to the three.

"An editor!" exclaimed Lady Astor "An editor, did you say? Heavens, and you'll have me in your paper, won't you? I had no idea I was talking to an editor. Why you're the worst people! We don't mind reporters, they usually get things straight, but deliver me from you editors. You're the ones who always twist things up and change what the poor reporters have written. You're the ones who let us down! What *have* I said that you shouldn't hear?" Then seeing the expression on my face, she continued, "Oh, I have no doubt but that you'll get it straight, but I'm afraid only that you'll tell too much. Only one time that I remember, an editor got something straight, but even then he didn't tell it all. He told a yarn about me, picturing me as a brilliant, dashing young woman, riding a fiery steed

named Badger, a horse that nobody else would dare to ride. Ha! Ha! If he only could have seen that horse! Why, the only reason that nobody else would ride him was that his knees were so old and wobbly that they looked like this." Here she spread out her hands to represent a circle of the size of a dinner plate.

Lord Astor had left the table for a moment. The waiter came in with the ice cream.

"Didn't de gentleman want no ice cream?" he asked anxiously.

"You bet he wants it," declared my lady, "Why he'd kill you if you cheated him out of it, the way that man loves ice cream. This looks delicious, too." When her husband returned, the waiter came with the cream and coffee.

"Ah," said his lordship, beaming down upon the ice cream in a manner that reminded me of some nice, big, house cat getting his back scratched, "isn't this great?"

"Ice cream!" exclaimed Lady Astor, after the first spoonful, "Such ice cream! Oh, but you will love this! Why it is positively the *best* ice cream I have ever tasted. Why,



THE ARRIVAL OF LADY ASTOR AT MT. ROYAL STATION, BALTIMORE

Left to right: Mrs. Sydney M. Cone, secretary of the Pan-American Conference of Women; Lady Astor; Mrs. John J. Garrett, her host in Baltimore; Miss Mabel Gessner, passenger representative; Lord Astor. Lady Astor graciously said that the pictures of her taken by George B. Luckey, official photographer of the Baltimore and Ohio, and of which this is one, are the best that she has had made since her arrival in America. She ordered a dozen of them



this was never made with cream, it was made with *brains*. How did they ever make it?"

"Nancy," said Mrs. Littleton, the lady on my right, "you should have gone down to the East Side of New York with me yesterday. It was certainly interesting—and pathetic, too, to think of all of those thousands of little foreigners, having come here from Europe—all learning to be Americans."

"Yes, I am sorry that I did not," returned Lady Astor. "Oh, but you must tell this editor about your little Italian boy. It will make a good story."

"A friend went with me to East Side, New York," said Mrs. Littleton. "We came across a bright looking youngster, an Italian boy, and stopped to talk with him. His father came up.

"I suppose you're proud of this boy!" said my friend, "he's a bright boy. What is his name? Antonio?"

"Oh, no, no," replied the father, "heem a good 'Merican, heem name SECOND LIBERTY LOAN Toretto."

Lady Astor laughed. "That's as bad as the old colored woman down in Virginia who named her boy 'Chesapeake and Ohio,' after the Chesapeake and Ohio Railroad."

"By the way," asked her companion, "do you remember Miss Blank?"

"Yes, whatever became of her?"

"Why, she is down in the South. She's doing some literary work and she wanted to study the southern negro."

"Study them!" exclaimed Lady Astor, "study them, did you say? My dear child, she ought to know that you can't *study* those people. Why you've got to *grow up* with them!"

Here the waiter came with the finger bowls and the mints.

"Oh, what is this?" she asked, fairly pouncing upon the little package of mints.

"That," explained Lord Astor, "is a little gift from the Baltimore and Ohio. Read on the outside of the package." But Lady Astor already had one in her mouth.

"How lovely!" she exclaimed, "I'm going to eat only one and I'll take the rest along with me. Oh, I do love a gift, I don't care if it is only a package of mints."

\* \* \* \*

Now, Mon Pere, if you can beat that, go ahead. If you haven't grown tired of reading this, let me know, and the very next time that I dine with English nobility I'll send the letter C.O.D., for I am quite sure

that I can never send this one for two cents. By the way, if you haven't been cured of that grouch of yours about women not being able to take a hand in the affairs of the Government, you ought to take a run up here and see what the National League of Women Voters is doing in Baltimore this week. One more week like this, and you may see your daughter making stump speeches down in Anne Arundel. Never mind,

Old Hoss, maybe the next president will be a democrat and eggs will be selling at ten cents per dozen.

I'm off to Connellsville, Pa., tonight. I've a lot more to tell you, but must stop and go to work now.

I hope that your rheumatism is better and that you are all feeling fine and fit.

With much love to all, I am  
(Signed)

Your Militant Margaret

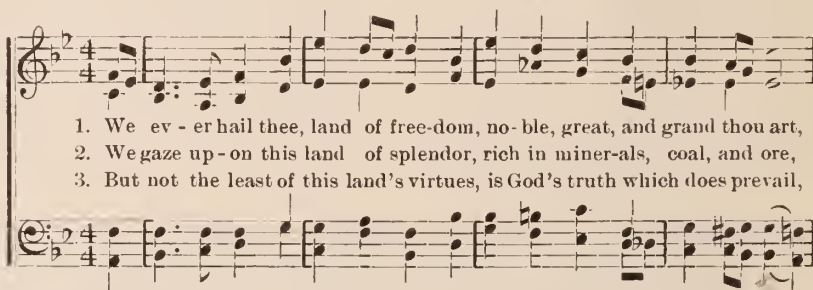
### A Beautiful Hymn of Patriotism

We print below as being appropriate to the celebration of Memorial Day and Independence Day, now near us, this new patriotic hymn. The words are by Charles H. Minnich, correspondent of the Magazine at East Side, Philadelphia, and the composer is Raymond Maxson, well known organist of Philadelphia. The hymn is beautifully harmonized and can be used to advantage at meetings of our employes, and particularly at patriotic and memorial services. A limited number of copies is available and may be had without charge upon application to the Editor of the Magazine.

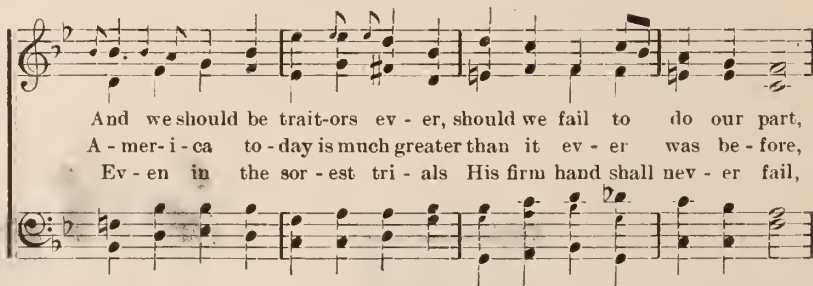
### Our Glorious Country.

Words by CHAS. H. MINNICH.

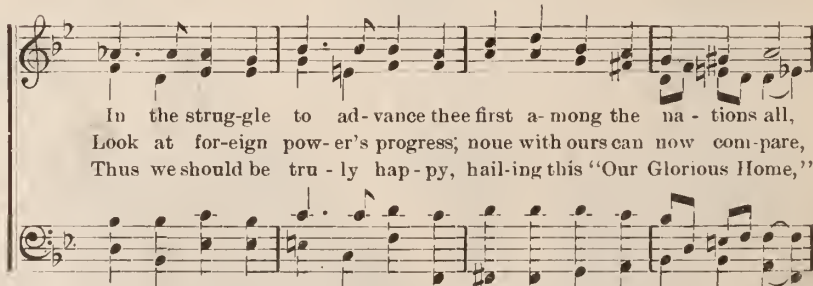
Music by RAYMOND MAXSON.



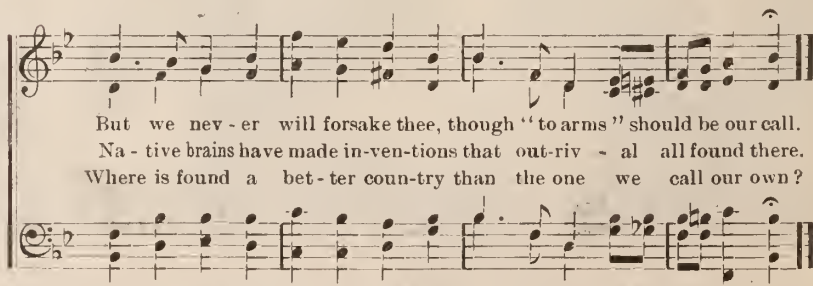
1. We ev - er hail thee, land of free-dom, no-ble, great, and grand thou art,  
2. We gaze up-on this land of splendor, rich in miner-als, coal, and ore,  
3. But not the least of this land's virtues, is God's truth which does prevail,



And we should be trait-ors ev - er, should we fail to do our part,  
A - mer - i - ca to - day is much greater than it ev - er was be - fore,  
Ev - en in the sor - est tri - als His firm hand shall nev - er fail,



In the strug-ple to ad-vance thee first a-mong the na - tions all,  
Look at for-ign pow-er's progress; none with ours can now com-pare,  
Thus we should be tru - ly hap - py, hail-ing this "Our Glorious Home,"



But we nev - er will forsake thee, though "to arms" should be our call.  
Na - tive brains have made in-ven-tions that out-riv - al all found there.  
Where is found a bet - ter coun - try than the one we call our own?

Copyright, 1913, by Raymond Maxson & Chas. H. Minnich.

NOTE.—In second verse use small notes.

# Cumberland and Baltimore Division Engineers and Firemen Making Good Fuel Records

By L. Cramblitt,

Road Foreman of Engines, Cumberland Division

ON April 4, eastbound trip, Cumberland to Philadelphia, No. 14, engine 5227, with Engineer J. R. French and Fireman H. A. Giffin (Cumberland to Washington), and Engineer A. W. Ecker and Fireman H. E. Burgee (Washington to Philadelphia), in charge, made a splendid fuel record. No record was kept of the number of shovels of coal required to keep fire alive from the time the engine left shop until the train left the station. On the road the following performance was made:

The capacity of the tank is 16 tons. On arrival at Philadelphia, the engineer, fireman and Master Mechanic Hines estimated there were five tons of coal on the tank.

On April 5, westbound trip, Philadelphia to Cumberland on No. 13, engine 5227, with Engineer A.

McGarr and Fireman C. F. Schlutter (Philadelphia to Washington), and Engineer J. R. French and Fireman H. A. Giffin (Washington to Cumberland), in charge, another good record was made, as shown in table below. Fifty three shovels of coal were consumed from the time the crew took charge of the engine at the shop until the train left the station, to keep fire alive.

The cause for using such a large number of shovels of coal on west-bound trip, was due to one row of arch brick falling in on right side, on the Washington Branch, which caused fire to clinker on that side.

Shop to station.....	53	shovels coal;
Philadelphia to Baltimore....	18	cars; 405
Baltimore to Washington....	19	" " 3.5 lbs. per car mile
Washington to Cumberland....	14	" " 4.0 " " " "
		" " 6.2 " " " "
Philadelphia to Cumberland.....	1528	" " No. 3 shovel: 15 lbs. per shovel

Cumberland to Washington..	21	cars, 692	shovels coal, 3.2	pounds per car mile
Washington to Philadelphia..	19	" 606	" " 3.0	" " " "
Cumberland to Philadelphia..	1298	"	"	" No. 3 shovel, 15 lbs. per shovel.

It was necessary to break clinkers and pull them, with the arch-brick, to the back part of fire-box. This caused engine to burn more coal. Fireman Giffin did not use a full shovel of coal, which also contributed to the greater number of shovels west of Washington. On arrival at Cumberland it was estimated that there were five tons of coal on the tank. No coal was taken on the trip

## Samuel H. Jewett Promoted to Division Accountant, Akron Division

SAMUEL H. JEWETT entered the Baltimore and Ohio service on June 15, 1902, as a clerk, and was advanced successively to the positions of timekeeper, assistant shop clerk, shop clerk and division accountant.

The new division accounting office which he will head ranks in size and importance with those of first grade.



Division Accountant S. H. Jewett

One Gross Ton hauled One Mile makes One Gross Ton Mile (G.T.M.)

A Train of 2000 Gross Tons hauled 100 miles makes 200,000 G.T.M. If it takes 20 tons or 40,000 lbs of coal, the fuel performance is 200 lbs coal per 1000 G.T.M.

If 15 fewer scoops (200 lbs less coal) were used to make the 200,000 G.T.M., or a total of 39,800 lbs. coal, the fuel performance would be 199 lbs coal per 1000 G.T.M. and an average fuel saving of this amount (1 lb per 1000 G.T.M.) on the business of a year like 1921, would mean a saving of \$46,500 to our Company. This is equal to the interest on \$775,000 at 6 per cent.

If we had this saving we could buy 400 new freight cars or employ 200 more skilled mechanics for a year.

It is estimated that with the help of EVERYBODY, and it is EVERYBODY'S job, the fuel saving in freight service for the year 1922 will be 5 times 1 lb per 1000 G.T.M. LET'S GO!

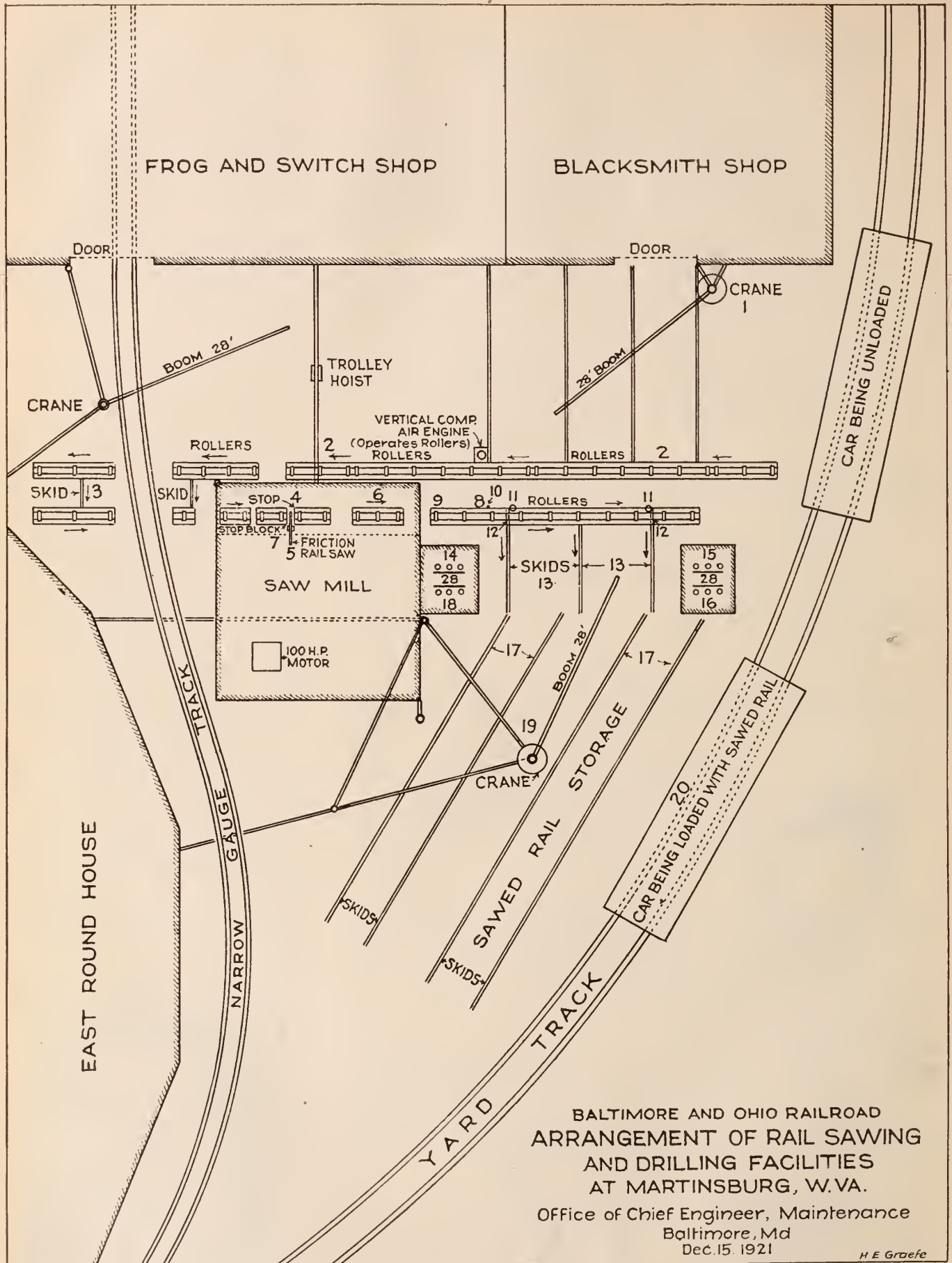
P.S. Next Month "the coal bill and the Passenger Car Mile."

The Baltimore & Ohio Railroad Company

ARCHIE BRICK RUN-A-MINE

CHD





# Reclaiming Rail at Martinsburg Shop

*A Compact, Efficient Plant Which is Doing its Bit of Sawing and Saving*

By S. C. Tanner, Superintendent Shops, Martinsburg, W. Va.

AT the Maintenance of Way Reclamation Shops located at Martinsburg, W. Va., a plant has been installed to reclaim worn and damaged end rail from line of road where it has been replaced by new rail. The detail of procedure in reclaiming such rail is as follows:

After loading the rail on line of road into gondolas or flat cars, it is shipped to Martinsburg. It is then placed under crane No. 1 which lifts the rails from the car and places them one at a time on line of rollers No. 2. These rollers operate by pneumatic power and the rails pass to the far end of the line of rollers automatically. At that point the rails are transferred on declining skids across onto line of rollers No. 3, which are operated the same as rollers No. 2, but in reverse movement.

The rail is then moved automatically until the end strikes stop No. 4 when a 54" friction saw No. 5, electrically driven, moves up and cuts one end of the rail off in 14 seconds. The saw is then moved back in the clear. No. 4 stop is turned back, permitting the rail to pass the saw and from No. 3 rollers onto No. 6 rollers, which move the rail past stop block No. 7. Roller No. 8 is then forced up against the rail by a lever on an eccentric shaft and the rail is moved back on this roller until the end of the rail strikes against stop No. 7, at which time friction saw No. 5 moves up and cuts off the other end of the rail.

Roller No. 8 is then dropped and roller No. 9 is forced up against base of rail, which moves the rail on rollers No. 6 to an equal distance between drill presses. Compressed air is then turned on by the four-way valve No. 10 into small cylinders No. 11, under skids No. 12, hinged at one end. The air cylinders force the free end of these skids upward and dump the rail off onto skids No. 13.

The rail is then moved by man power into drill press No. 14, and the other end of next rail into drill press No. 15 after one end of rail has been drilled in drill press No. 14. The rail is then moved to drill press No. 16 and the other end drilled; then dumped off onto skids No. 17. After one end of rail has been drilled in drill press No. 15, it is moved to drill press No. 18 and, when drilled, it is dumped off onto skids No. 17. This arrange-

ment provides for the drilling of one end of four rails at one time. The actual time required to drill three 1 $\frac{3}{8}$ " holes in one end of 100 RB rail is an average of 37 seconds.

After the rails have been sawed and drilled and dumped off onto skids No. 17, as explained above, they are picked up by crane No. 19 and loaded into car No. 20 ready for shipment. It is, therefore, a continuous movement of the rail from the time it is unloaded by crane No. 1 until it has been reloaded by crane No. 19 and is ready to go back on line of road. The largest number of rails so handled in one eight hour day was on August 27, 1921, when the total was 310.

The saw and drill presses are operated electrically in separate units. The cranes, hoists and rollers are operated with compressed air of 95 pounds pressure. It will be noted in the photographs that the cranes are of the jib crane construction with a 12" "I" beam boom 28' long, which is arranged to swing 180 degrees. On the boom is mounted a pneumatic trolley which supports a one ton pneumatic hoist. At the heel of the boom is a small platform for the crane operator to stand on, which is so arranged as to place the operator out of danger should an accident to the hoist occur, and to permit him to be in a position at all times to have a clear, unobstructed view of the operation of the crane.

Small closed link chain No. 21 is used to operate the valve of the hoist and No. 22 to operate the valve of the trolley. By the use of small pulleys these are so arranged as to form an endless chain passing the operator's platform, one to his right and one to his left. By a slight pull downward on the hoist chain, the load will lower, and by a slight pull upward on the same chain, the load will rise. The chain on the trolley is operated in the same manner—by pulling down on the chain the trolley will move rapidly on the boom in the direction of the mast. In pulling up on the chain the trolley will move out on the boom from the mast.

Hose No. 23, which supplies air to the hoist and trolley, passes over a fixed sheave wheel at the heel of boom, with a loose sheave wheel No. 24 counterweighted on the hose and so arranged as to automatically

keep the hose in proper position at all times, regardless of the location of the trolley and hoist on the boom.

An air cylinder, No. 25, is securely fastened to one of the stiff legs of the crane and is equipped with a rack extension on the end of the piston rod of the air cylinder. This rack engages in the teeth of a 36" gear wheel No. 26, which is made fast to the mast of the crane. An air line connects each end of the cylinder with a four way valve No. 27, which is located directly in front of the crane operator. By operating this valve the crane will turn around in either direction at the will of the operator.

The drill presses are protected by small steel buildings No. 28, with sides and ends made of a double hinged door, so arranged as to be folded up as shown in photograph No. 29, and providing an awning over workmen when plant is in operation. When the day's work has been finished the folding doors are closed down and hooked across the corners on inside and provide a strong fireproof building over the machines.

When new, the friction saw used for sawing rail at this plant is 3 $\frac{3}{8}$ " thick and 54 $\frac{1}{4}$ " diameter. A test was made of the saw starting July 23 and ending October 7, and it was then removed on account of a defect. But during the time it was in service between these dates the saw made 21,190 square cuts on reclaimed or short end rail, and 2,220 cuts of various angles on rails for use in constructing frogs, crossings and switches, or a total of 23,410 cuts, most of which was 100 pound RB rail. On removing the saw from the machine, the diameter was again measured and found to be 53 $\frac{1}{2}$ ", a reduction of  $\frac{3}{4}$ " in diameter of the saw after making 23,410 cuts.

I attribute the small amount of wear of the saw to the large volume of water used on it when cutting rail, as will be noted in photograph. The power used to feed the saw into the rail is hydraulic pressure and is therefore gradual and uniform. This, without doubt, is of much value in the life of the saw.

The force employed to operate this plant is as follows:

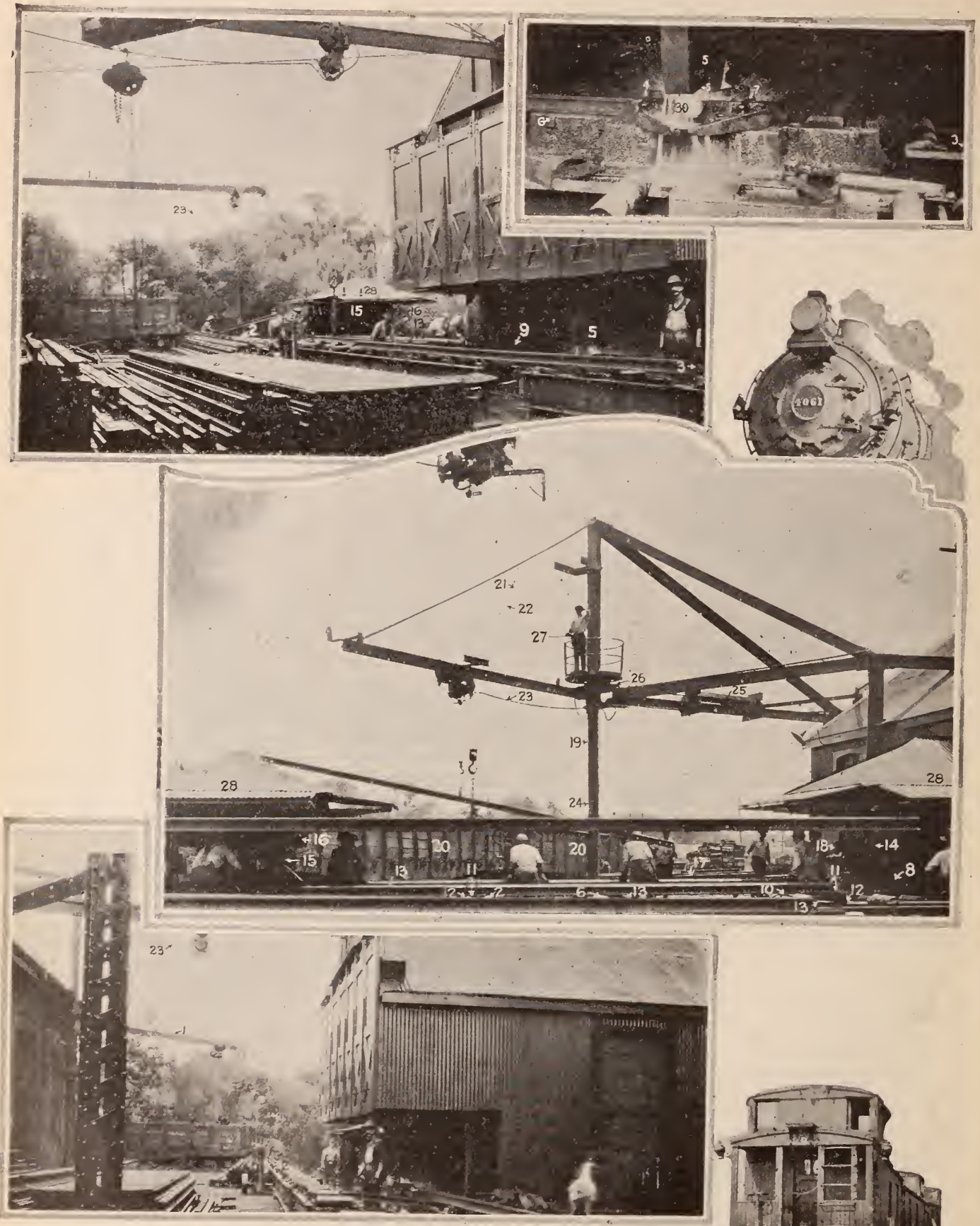
- 1 rail saw supervisor
- 1 sawyer
- 4 drill pressmen
- 1 drill grinder
- 2 men operating hoist, 1 at each crane
- 4 men, 2 at each crane to hitch on and handle rail
- 4 men on skids to place rail in drill presses
- 4 men, 2 on each side of saw to handle rail.



The largest amount handled in any one day, was on August 7, 1921, when in eight hours 310 rails were unloaded,

sawed, drilled and loaded at a cost of \$0.67 per ton. During the month of August, 1921 a total of 17,332 lineal

feet of rail was sawed and handled at the plant at a cost of \$1.01 per ton, including all overhead charges.



SOME VIEWS OF THE MAINTENANCE OF WAY RECLAMATION SHOP AT MARTINSBURG, W. Va.

Upper left: General View of Plant. Upper right: Friction Saw. Center: View of Drill Presses and Loading Derrick. Lower: View of Rolls and Saw House





## The Need for Sanity in Exercise

*One of a Series by Life Extension Institute Containing the Latest and the Most Scientific Information on Healthful Living and the Prevention of Disease*

RECENT press reports have stated that Clemenceau, the Tiger of France, had reduced his weight 30 pounds by exercise. We have not verified these reports, but we are prompted to comment on the discussion that followed their publication. It was stated that this news had aroused many elderly heavyweights in New York City to a consciousness of their surplus stores of fat and that there was a rush to the gymnasiums for relief.

This would indeed be very terrible news, if true. An epidemic of strenuous exercise among puffing, perspiring fat men would undoubtedly contribute materially to the death rate. Exercise is indispensable to good health. Even a sick man, prostrated and bedridden by heart disease, requires a certain amount of exercise; all that his circulation can bear. Otherwise the heart muscle will become still further enfeebled, just as the other muscles of the body become flabby and lose their power through disuse. Exercise, properly directed, cannot be left out of a sane health program.

It is a very different matter, however, to rush off to a gymnasium with a fierce determination to fight fat by strenuous exercise. In these days when many people are nervous about restrictions of personal liberty, we hesitate to suggest any legal restraint in this matter, but there is quite as much reason for requiring that any gymnasium director or physical trainer should be forbidden to exercise any individual with a view to remedying any abnormal condition, unless a physician's certificate is presented indicating the scope of exercise that is safe in a given case, as there is to restrict the prescription of drugs by a layman. A number of conservative trainers and gymnasium managers

require such a certificate, and we have no hesitation in urging that any one contemplating an exercise course or gymnasium work should have a thorough physical overhauling before undertaking such a program. This applies to everybody, regardless of apparent physical condition. In the case of elderly stout men it would be about as safe to drink water suspected of typhoid contamination as to plunge into strenuous gymnasium or athletic work without first securing an expert opinion as to the condition of the circulation, of the kidneys, the arteries, blood vessels, etc. Even a careful medical examination of an elderly person cannot give absolute assurance that there is not some latent weakness or arterial change that would render heavy exercise dangerous. Hence, even if given a good medical report on the physical condition, it is very wise not to seek out these weak spots by means of exercise pushed to extremes which are wholly unnecessary.

The first thought of the middle aged or elderly heavyweight should be as to his diet. It is usually such a simple matter to adjust the diet for a gradual reduction of weight, that these strenuous campaigns, apart from their dangers, involve a wholly unnecessary penance in the matter of time and money. If the weight comes down through the judicious concentration of dietetic indulgence on low caloric foods, such as green vegetables and fruits, and a conservative attitude toward fat-forming foods, such as bread and butter, pastries, sugar, and the like, the exercise can be gradually increased to a point where it is fairly vigorous, and will materially aid not only in keeping the weight down, but the spirits up.

It is far from our wish to decry ex-

ercise as a helpful measure in weight reduction and in keeping the whole life in equilibrium. There must, however, be a reasonable sense of proportion in this matter, or exercise will do more harm than good, especially among elderly heavyweights.

There is no single track road to health and long life. Each phase of hygiene must be practiced in a rational way or the program may be a failure. For example, a man may by very strenuous gymnasium work succeed in getting his weight down. If he follows some magic system of exercise to a point that brings about any material reduction in weight, and does not regulate his diet, he will simply exhaust himself fighting enemies of his own creation. Let the young man beware that he does not accumulate this overweight which presents such an embarrassing problem at middle life and later. It is easy by the formation of proper dietetic habits in youth and reasonable attention to exercise, to prevent the accumulation of weight. This is one of the simplest ways in which young people can protect their future.

Coming back to the elderly heavyweight, there are so many possibilities of physical impairment of various kinds at middle life and later that, apart from the possibility of overstraining the heart in asking it to respond not only to heavy exercise but to the extra work involved in pumping the blood around for a fat man, that exercise in these subjects should be planned only after a critical overhauling of the whole body. There may be infection, or poisoning, or physical defects which place a very definite limit on the exercise excursions of such an individual.

These simple principles hold good for every phase of hygiene, whether it relates to diet, exercise, mental hygiene or to special lines of medical treatment; in fact, any plan or measure that is proposed for the prevention or cure of human ills. The whole body and the whole life must be considered and the campaign for health planned just like a military campaign, with as complete information as possible regarding the position of the enemy and in accordance with sound strategic principles of warfare. Brilliant side skirmishes may only invite disaster if the whole battle is not well planned.

We could name some statesmen in this country who have taken off a great deal more than 30 pounds in weight, adjusting mind and body to meet tremendous responsibilities by these sound and rational measures, without resort to any extreme or spectacular methods.



## Passenger Department

### Traditions Broken at Unveiling of Statue of Joan of Arc

*Beautiful Ceremony Focuses Attention of Two Continents on Capitol City and the Woman it Honors*

ON January 6, last, in Meridian Hill Park, Washington, D. C., the statue of Joan of Arc was unveiled. It is a replica of the masterpiece of Paul Dubois, the celebrated French sculptor, which stands before the Rheims Cathedral and which came unscathed through the fire of German guns for more than four years.

*Le Lyceum Societe des Femmes de France a New York*, through the untiring efforts of its distinguished founder and president, Mme. Carlo Polifeme, was instrumental in bringing into being this new mark of friendship between France and the United States.

By his presence President Harding honored the ceremonies incident to the unveiling, and Mrs. Harding and Mme. Jusserand, wife of the French Ambassador, drew the silken cords which released the large French and American flags concealing the statue, while a salute of 17 guns was fired by a battery of U. S. artillery from Fort Myer. This salute is one accorded only to field marshals, but through a special Act of Congress it was given on this occasion for the first time in history to a woman.

The church bells of the city lent their voices in ringing harmony while the Marseillaise and the Star Spangled Banner were being played. American soldiers and sailors formed a guard of honor, the French and American colors fluttered in the breeze on all sides, and standard bearers carrying the Joan of Arc and Cross of Lorraine banners, were grouped about the statue, a brilliant picture in the afternoon sunshine of a perfect day.

Mme. Carlo Polifeme presented the statue, and said in part: "For liberty and peace Lafayette brought you his sword; for peace and justice Jeanne D'Arc brings you the inspiration of her undaunted courage and love of country."

The Honorable John Weeks, secretary of war, accepted the statue for the Government and the City of Washington. He compared the deeds of Joan of Arc with those of Washington and Lincoln and called the event

another evidence of the lasting friendship between the peoples of the two great republics.

Dedicated to the women of America by the women of France, in a spirit of love and understanding, the statue was accepted in their behalf by Mrs. George Maynard, minor president-general of the Daughters of the American Revolution. Then the French Ambassador, Mr. Jules Jusse-

rand, told the fascinating history of Jeanne D'Arc, one day a peasant girl and the next the liberator of France, greater than generals in her simple faith, her career unique in the history of the world.

A special car attached to the train leaving New York via the Baltimore and Ohio Railroad, at 2.25 p. m. on January 5, conveyed the delegation of *Le Lyceum* to Washington. The trip was a most enjoyable one. The Baltimore and Ohio had also transported the statue of Joan of Arc, and *Le Lyceum* was highly gratified at the special care given it.

While in Washington *Le Lyceum* paid an official visit to the Lafayette Statue and there placed a wreath. They also went to Mt. Vernon and laid a wreath on the tomb of Washington. They paid their respects at the Lincoln Memorial and at the tomb of the Unknown Soldier.



This Dubois replica of the famous statue of Joan of Arc was placed in Meridian Hill Park, Washington, D. C. on January 6. The original stands in front of Rheims Cathedral in France and came unscathed through the four year bombardment of the cathedral by the Germans





Members of the Oxford-Cambridge Lacrosse Team who are touring the country. 1. Lord Wansborough. 2. F. L. Neylan. 3. Captain H. O. Hopkins, Oxford, England. The party was escorted from Philadelphia to Baltimore by City Passenger Agent G. P. Clifton, Philadelphia. Mr. Clifton stands fourth from the right

## John E. Warner, Dean of Theatrical Managers, Recalls the Courtesy of Railroad Men of Past Generations

*Veterans of Baltimore and Ohio May Remember Him*

THE quips on the "B. & O." that used to be so common in stage raillery are so pointless in the face of our present splendid service, as hardly to get a laugh out of an audience. Even in the old days they were often misunderstood. The "B. & O." was the road best known to the theatrical profession and the time worn jokes were usually told merely in the spirit of friendly banter.

For many years Mr. John E. Warner was considered the dean of theatrical managers. He was associated with the strongest firms who took "long chances" in theatrical productions, and was the manager for all of the noted stars of his day.

As far back as the Centennial Exposition, held at Philadelphia in 1876, Mr. Warner was manager of "Around the World in Eighty Days," which had a phenomenal run at the Walnut Street Theatre. During the World's Fair at Chicago Mr. Warner was associated with Messrs. Abbey, Schoefel and Grau as manager of "America," which was put on at the Auditorium Theatre, and the house was sold out to capacity for two performances each day during the exposition. He was also manager for Edwin Booth, Henry Irving, Ellen Terry, Lillian Russell, Richard Mansfield, Fanny Davenport and many others who have made the history of the American stage.

The many railroad friends of Mr. Warner will be interested in reading the following excerpts from a letter received from him at Alameda, California, a short while ago:

"A decided thrill of pleasure passed through my anatomy as I read your delightful missive of the twentieth ultimo.

"Living here in quiet seclusion the past five years I had become reconciled to the idea that I 'was out of sight and out of mind' to the remaining few who had known me in the years agone. Nearly all of the old familiar faces have

Gone before,

To that unknown and silent shore.'

"I think there are not more than two or three of my early professional acquaintances still gracing the earth. Several of a later date still linger, but nearly all of those who are now directing or announcing coming theatrical events are new comers since my day, who never dreamed that this swirling sphere ever held such a creature as me.

"In July I shall be seventy-five years old, a period of life when one, in spite of his disposition, in hours of silence and solitude often harks backward betimes:

'O, there are voices of the past,

Links in the broken chain.

Wings that can bear me back to times

Which cannot come again;

Yet God forbid that I should lose

The echoes that remain.'

"You and the other railroad boys I knew I hold in near and dear remembrance. There were a goodly number of them about the country whom I dearly loved to meet from time to time, and your invariable courtesy and kindness revive memories to be revered 'while the lamp holds out to burn.'

"I doubt if I shall ever get East again. I never want to see any more ice; nay, nor the 'beautiful snow.' I crave warmth and sunshine, and only find comfort when basking in the latter. Still, no one can tell what a day may be forth, for, as you know,

'This world  
Is full of change, change, change—  
Nothing but change'

"It rejoiced me that you said in your letter you would be glad to meet and hold communion with me. Alone, as it were, here, far away from those gone glimmering, and the few still left, though I know not where, I rally anew over kind words from friends of yesterday."

### Bouquets for Courtesy

"Just a few lines of praise for your wonderful service rendered to the Billy Watson Company while travelling on The Baltimore and Ohio Railroad. I will state that I got everything that was promised to me on giving you the movements from Brooklyn, Philadelphia, Baltimore, Washington and Pittsburgh. We were offered every convenience by the different train crews and must say that we were treated like human beings.

"Hope you get all the Companies that make this move with continued success for your Railroad."

\* \* \* \*

"I beg to hereby express my profound thanks for the minute attention and warm courtesy extended by you to Vice Admiral H. Saito and his suite of the Imperial Japanese Training Squadron on the occasion of their trip made on the lines of The Baltimore and Ohio and Lehigh Valley Railroads.

"Permit me to add that their Imperial Highnesses, Prince Kacho and Prince Kuni, who travelled with the Admiral, enjoyed the journey immensely."

Have you gotten YOUR passenger?

# Safety Section

## Fifty Seven Years of Hazardous Work in Safety

*Lineman William Henry Miller Is Robust and Hearty on His Pension Day*

ONE of the most remarkable service records that has ever been made on the Baltimore and Ohio or any other railroad, is that recently concluded by William Henry Miller of the Telegraph Department. For 57 long years Mr. Miller did a man's job, day in and day out, and seeing him now makes one feel that he is good for another quarter century of active life, though retired on a pension. Superintendent Plumly of the Telegraph Department, has always regarded Mr. Miller as a model example of the efficient and faithful employe.

Mr. Miller was born on November 14, 1850 at Woodstock, Howard County, Md., and was first employed when but a lad of 14 as a water boy by the Baltimore and Ohio. Later he entered the Telegraph Department as a lineman and continued as such until he was retired on February 1, last. In 1883 he and Miss Mary Francis Bodka of Lonaconing, Maryland, were married, and they have eight children, five sons and three daughters.

Mr. Miller must have been one of the original Safety men, and this,

years before the active Safety propaganda that we know, had gotten under way. For the work of lineman in the Telegraph Department is known to be hazardous work for a man who is willing to take the slightest chance. The regular tasks of repairing broken lines and placing new poles, with the necessary climbing and making fast of wires when high above the ground, were in themselves fraught with danger. Then

came also the fierce storms, when the wires came down and with the difficulties brought by inclement weather, high winds and driving sleet and snow, came the extra hazard of icy lines and poles, enough to give pause to the most courageous man.

But Mr. Miller has given ample proof that even this dangerous work can be performed in Safety by the Safe man, for he has never had a serious accident. Our picture gives but an inadequate idea of the robust and hearty man that he is. It is the writer's pleasure to meet him frequently on our trains. He always has a cheery smile and a cordial greeting for his Railroad associates, and with a complexion that might be the envy of a debutante, one feels confident that his active years have ended in name only. Here is hoping that the sunset of his life may be long and beautiful, that he may live in complete comfort and happiness, reaping the reward that his long and faithful service has so amply earned.

## Bunk or the Girl— or Both

*(From the Oregon Safety News)*

AS the chairman of the Safety Committee walked away, old "Bill" Walters shuffled up to the new man, "Jack" Williams, and said, "Just new on the job?"

"Yes," replied the young fellow, "my first day."

"Where'd you work before?"

"Nowhere," "Jack" answered, blushing slightly, "I'm just out of college. Had no practical experience, but want a few months of it before

I take my examination for a seagoing certificate."

"Humph! And I reckon that guy was tellin' you about the dangers around here and what to do not to get hurt."

"Yes, and I call it pretty decent of him."

"Say, sonny, don't you listen to nothin' that gink says. Tell him to go chase himself. That safety business is all bunk. I've worked here twenty years on these machines, and I've still got all my fingers and toes."



William Henry Miller

## Safety First

By C. Edgar Wooden, Jr.

Engineer, Norfolk and Western Railway

"Safety First" means everything that those two words imply;  
They don't mean stand between the rails to watch the train go by,  
Nor try to light a cigar with a stick of dynamite,  
Or kick a lion in the ribs to see if he will fight.

Some men take such chances at their work most every day,  
Forgetting for the moment those depending on their pay.  
"Safety First" means happiness to kiddies and the wife;  
'Tis better to be careful than be crippled all your life.

The massive wheels of industry need men to make them turn,  
Keep them going steady and your place in life you'll earn.  
With broken spokes and bent ones a wheel cannot run true,  
Think "Safety First" and act it. There's much depends on you.



# "Yes, I Am the Semaphore!"

By H. Irving Martin

Now, old "Bill" had two joys in life, a daughter, Bessie, and checkers. Bessie used to bring his lunch to him every day. One day "Jack" was talking to the old man when she came up. Within a week "Jack" developed a remarkable passion for checkers. Pretty soon he was having the time of his life being beaten by the old man every night.

Meanwhile "Jack" was not acquiring good working habits. If old "Bill" saw him wearing goggles when grinding or using a safety dog on a lathe, he would call him down for being yellow. One day he said: "'Jack,' let's get this straight between you and me. You like my girl, I can see that. But let me tell you this, my girl don't marry nobody but a he-man. The man that marries into my family has got to have guts. I've told you lots of times I ain't got no use for this safety stuff, but you're still hangin' on to some of it. Now, which is it, safety bunk or the girl?"

"All right," replied "Jack." "good-bye goggles and all the rest of it."

Two weeks later "Jack" was changing a belt. He had carelessly left his jumper sleeve unbuttoned and the lathe dog caught the loose end of it and took "Jack's" arm around the spindle. The committee-man, who was working alongside him, tripped the breaker and knocked off the power. Old "Bill" came up just as they were carrying "Jack" to the hospital. After they had gone "Bill" moped around awhile and then went to the foreman and knocked off work.

At home, he tried several times to tell Bessie about it, and every time his words stuck in his throat. Finally Bessie said: "Dad, what on earth ails you? Are you sick?"

"No, I ain't sick—not to say sick, but I come dad-burned near bein'." Bessie, girl, I've been givin' "Jack" a bum steer on this safety business, and now he's got hurt."

"Hurt!" she cried, her face white. "Hurt bad?"

"Well—" began "Bill."

"No, not bad," said a voice behind them.

"Jack!" cried Bessie. "Thank God you're not killed!"

"Somewhat disfigured," said "Jack," pointing to his arm in a sling, "but the doctor says it won't be more than six weeks before I'll be able bodied enough to support a fami'y."

"Jack," said old "Bill," placing his hand on "Jack's" sound shoulder, "I—I—well, I'm just a plain damned old fool' I'm off that hardboiled stuff for life."

I AM the fellow who stands by the track, and I beckoned to you to stop a moment ago as you went rattling by. You think that I am but the dummy of that operator over in the tower yonder who pulls the levers, but I have an eye (often red or bloodshot), and I can hear, think and remember. I heard that local passenger go by just before you did, and my partner in the tower pulled a wire to me to tell you that the passenger had not cleared the block.

Last night, when you brought that western express along, the local was on time and you didn't have to wait. Tonight, when the local was late, you thought you would chance one on me. It is a bad night for a chance, as my arm, instead of hanging at my side, was pointed straight out and I warned you. What is your chance worth if you hit that passenger at 50 miles an hour? I can hear the call for the wrecking train going in, and it seems to come by me from the next block operator. I see them taking out the dead from the local and putting them on the cushions yanked from your Pullmans.

When you telescoped those last coaches, what happened to you? The division superintendent completed your record when he filled up the accident report—"William Smith, engineman, killed in a rear end collision. Ran into local pass-

enger at station. Passed danger signal at full speed, disregarding it."

I saw your wife as they told her, and I won't tell you what happened to her.

The Relief Department passed the voueher for accidental death benefits, and the boys of the Veterans and the B. of L. E. put you away all right, but the wife and children didn't want to swap you for these things.

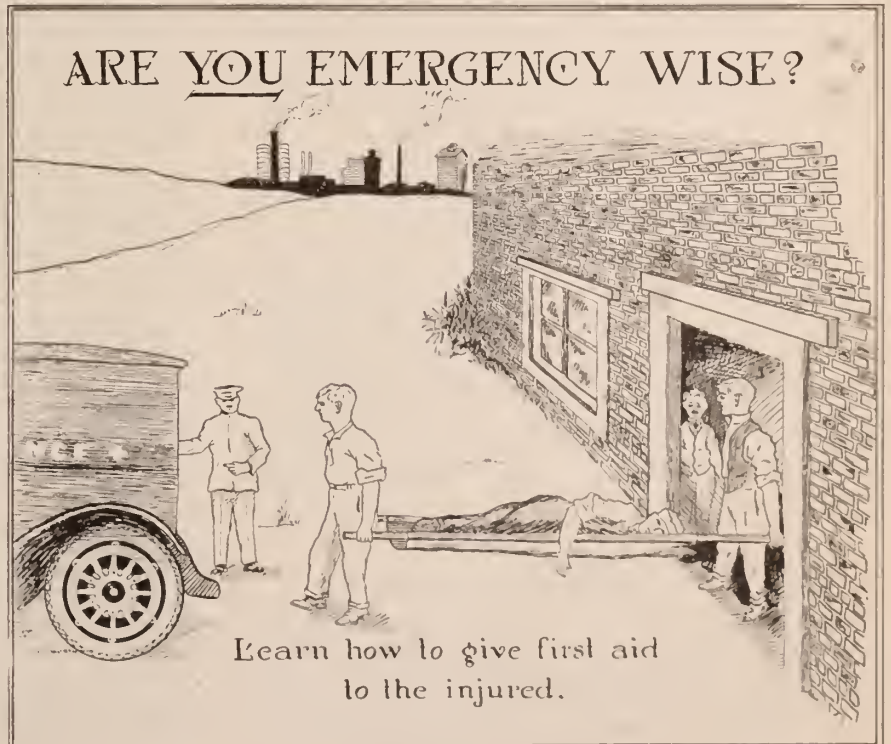
The general manager said, "Bill was a good engineer and he must have had an off moment." No, "Bill" took a chance, and the chance caught "Bill" and his fireman. "Bill" was like me; he was hard, tough, weatherbeaten, and had muscles of wire, like mine.

On that local passenger they didn't want "Bill" to take a chance, but "Bill" was late and took it. The undertakers got most of them for you were hitting up a good gait when you went by—not less than 50 miles.

\*\*\*\*\*

Ugh! "Bill." Asleep? I'll say I was! Dreaming? Yea, Bo, and w'at a rotten dream!

You say you stopped before you reached the "red," like you always do? Glory be, "Bill," you're right. I see that observation car platform backing, and here comes that brakeman of yours with his flag. He, at least is "on the job."



Learn how to give first aid to the injured.

Cartoon by Wentworth, Toledo Division



## The Editor's Turn Table

### BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*  
 MARGARET TALBOTT STEVENS, *Associate Editor*  
 CHARLES H. DICKSON, *Art Editor*  
 Office, Mt. Royal Station, Baltimore, Md.  
 HERBERT D. STITT, *Staff Artist*  
 GEORGE B. LUCKEY, *Staff Photographer*

#### Holding Their Jobs by Real and Unusual Teamwork

One of the most interesting illustrations of teamwork by railroad employes that has ever come to our notice, appeared in the April issue of "Service," a magazine published in the interests of the Western Lines of the Grand Trunk Railway System and its employes.

This magazine, by the way, is about as much like our own MAGAZINE in appearance as is a typical issue of the "Podunk Prophet" like, let us say, the *New York Tribune*. But it gets there—big—just the same! It is mimeographed in rough and ready style, is only about five pages long, but carries "the goods."

The article to which we refer is called "Boosting Home Industries." It tells of the action taken by the employes of the Grand Trunk and Pere Marquette, at Holly, a small town in Michigan at which these two roads cross. They had noticed that with the increasing competition of motor truck transportation, both passenger and freight, the business of their railroads at Holly had decreased. And with the decrease in business went a consequent decrease in the number of railroad positions and the size of the payroll. So the employes got together and developed a plan for winning the support of the business interests and the citizens of Holly, which took shape in the form of the following advertisement, occupying a quarter page in the local newspaper, "The Holly Advertiser:"

#### BOOSTING HOME INDUSTRIES

We are old established concerns. We have been in business in Holly for over forty years. We employ from twenty to thirty men all the time. Our average monthly payroll is \$3600.00.

Our employes are tax payers in Holly. Our employes spend their money in Holly. They contribute their bit for the support of the Board of Commerce. They are affiliated with the Holly churches. They are boosters of all civic improvements.

We own our right of way buildings and equipment in Holly. We pay taxes to the village. We purchase our water supply from our village and it amounts to several thousand dollars annually. We were assessed our proportion of Boulevard light and paving.

#### WE SELL TRANSPORTATION OF FREIGHT

We have direct lines to Flint, Pontiac, Saginaw, Bay City, Toledo, Lansing, Grand Rapids, Battle Creek and Chicago. Holly is served with four merchandise trains daily, north, east, south and west. In routing your shipments we ask you to remember that we are a Holly concern. We maintain our right of way at our own expense and Holly reaps the benefit of our wages.

#### WE SELL TRANSPORTATION OF PASSENGERS

Eighteen passenger trains stop daily at Holly except Sunday. Twelve locals and six fast trains.

This advertisement is NOT a "hand me down" from the Railroad management, but is contributed and paid for by local railroad employes (station staff, maintenance of way, crossing men, interlocker tenders and car inspectors). Every one of these men feels that as one of the oldest industries in continual operation, WITHOUT A SHUTDOWN, the railroads serving Holly should have the support of the Board of Commerce, the business men, the newspapers and the community at large.

MORE BUSINESS MEANS MORE EMPLOYES AND ADDITIONAL SERVICE.

LESS BUSINESS MEANS FEWER EMPLOYES AND CURTAILED SERVICE.

Following the publication of the advertisement, Mr. C. E. Wagner, Grand Trunk local agent at Holly and chairman of the Railroads' Employes' organization of Holly, addressed the following letter to each of the Holly business men:—

Dear Mr.—:

When you note a decrease in your business, as a good business man we believe the first action you take is to advertise.

We have done it.

After you have increased your advertising, the next thing to do is to follow up your effort with a personal letter.

We have done it.

If you have competitors, instead of knocking them, you endeavor to show the buying public where it will be to their interest to patronize your business.

So have we.

More business for the railroads from you, means more railroad employes. More railroad employes means more business for you.

Protect your business.

Railroad employes spend twenty-five thousand dollars per year in Holly for groceries and clothing alone. Decrease in business means reduction in staff at Holly and consequent loss to you of your share of this business.

Think it over

The employes of these two railroads at Holly seem to have gone the employes of the Baltimore and Ohio one better. While many of us individually and collectively have, ex-officio, been soliciting business for our Railroad during the past 18 months, we have not yet combined to advertise the service of our Railroad and to pay for such advertising.

But—and here is the important point—the railroad men of Holly and of the Baltimore and Ohio have actually been striving for the very same results. For if their propaganda is successful, as we have little doubt it will be, the eventual result to them as individuals will be an increase in railroad business and a consequent increase in the number of positions and the size of the payrolls in their town. Likewise with us, a continuation of our successful business soliciting campaign will mean more business for the Railroad, more work to be done, more positions and a bigger Baltimore and Ohio payroll.

#### Nature's Lesson

Just now the poets, would-be and real, are raving about the beauty of Nature. It is, in truth, a proper and fitting time to marvel at the miracles of Mother Earth as we go a-Maying.

Just a handful of dirt multiplied times without number and we have the greatest manufacturing plant in existence. By the productiveness of this old globe of ours we are fed, clothed and given the raw materials necessary to the enjoyment of life. Then, a bit of sunshine, a



little rain, the changing of the seasons, our God-given minds to guide our actions, and we are masters of our destiny, limited only by circumstances and our individual ability.

Sometimes we encounter men and women who are unable to grasp the proportionate "bigness" of things. They are narrow, prejudiced and personal. They think their way is the only way, though it may have brought them only mediocre success. This attitude is fostered by association with lesser mentalities. Such a man or woman will gain much by getting out into the country with Nature, and by standing off, physically and mentally, and obtaining a view of things in their proper perspective. The results will be as different as are the results of viewing a small building with the nose pressed to the wall and viewing the same building from the roof of a nearby skyscraper. The real proportion of things will appear if the person in question is big enough to realize the truth.

There is much food for thought in the casual phrase "communing with nature."

George Dobbin, Clerk,  
Office of General Freight Claim Agent

### Successful People Help Others

This line appears in print: "Success must always be achieved at the expense of some other individual or state."

This is not true.

A burglar obtains his loot at the expense of someone else. The spoils of war are won at the expense of the loser. In peaceful, everyday life ninety-five per cent. of all men who achieve success not only do not injure others, but in the process of helping themselves they help others.

James J. Hill built a railroad through the northwest, and made millions. To make money for himself he had to induce people to emigrate to the northwest and plant wheat, build elevators and establish cities and towns.

Newspaper men went into those towns and printed weekly publications on second-hand presses held together with rope. Gradually they developed their publications into prosperous daily newspapers. They made money by serving their readers and their advertisers—by giving value for money received.

Peddlers, with packs on their backs, went through this new country, offering their wares to the farmers' wives. As business increased they opened stores at crossroads, and as the population grew these crossroads spread out into towns, and these one-story shacks became department stores. The merchants prospered because they performed a service which their customers needed and could profitably use.

So we might trace the growth of a new country, decade by decade, and show how individuals and business prospered without injuring anyone in the process.

The notion that a man climbs to success on the backs of others is a relic of the days when men wore silk tights and lace cuffs and honed their swords before they left the house in the morning.

We make no plea for the successful man or the successful business, because they can take care of themselves. But to argue that the success of one implies the failure of others is to miss the significance of the modern idea of mutual service and mutual profit.

—*Brenneman's Fine Biscuit Magazine*

Have you tried the "Good Neighbor" idea in handling your job? It is the Baltimore and Ohio way!



### Sportsmanship

In the Passenger Department section of this issue is a picture of the Oxford-Cambridge Lacrosse Team which used the Baltimore and Ohio to come to Baltimore to play with Hopkins and Mt. Washington. One of the leading members of the team is the chap with a cigarette in his hand—a sight which will cause the believers in the American idea of strict training to gasp with astonishment.

The English the world over have a fine reputation for being the best of sportsmen, one of their tenets being that there is more in the game than in the name. It is a worth while idea for Americans to cultivate and in part responsible for the fact that sports are participated in much more universally in England than they are in our country. Though keen fighters, as their history from the Battle of Hastings in 1066 to their stubborn fight in Flanders in 1917 eloquently proves, the English seem to be lovers of sport for sport's sake to a greater extent than any other people.

An interesting sidelight on this was given in an account of the Oxford-Cambridge, Princeton-Cornell track meet at Oxford last summer by a graduate athlete from Princeton. He was invited to lunch with Rudd, the great miler and captain of the Oxford team, on the day of the meet. Rudd enjoyed a smoke after his lunch and then calmly walked across the green, donned his running suit and went out and won the mile in near-record time.

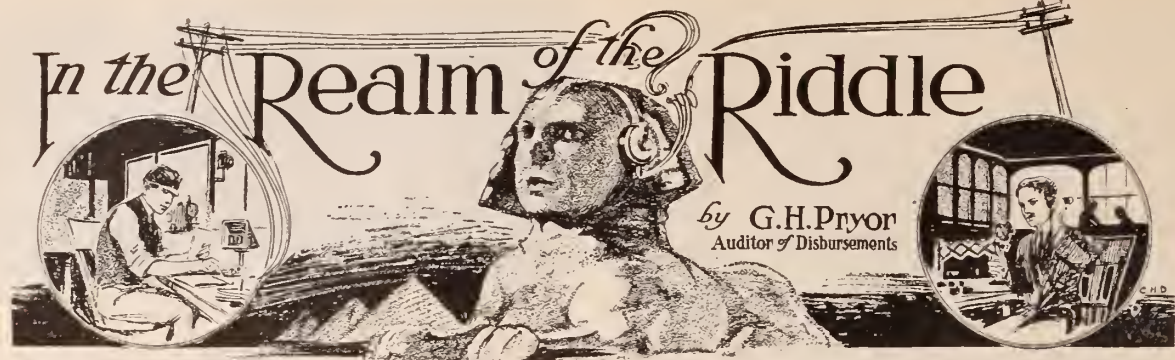
Whose system is best from the standpoint of winning may be best judged from the record of American victories in English-American athletic competition of recent years. But which system fosters the best sporting instinct and gives the greatest benefit to the greatest number, is another question.

Incidentally we have enough athletic competition on the Railroad now-a-days to make it desirable that the best sportsmanship, and that only, obtain. One or two of the games played in the last few years, and seen by the writer, have been conspicuous for their bully ragging, umpire baiting and unwarranted managerial interference. These have been the exceptions, but should never be countenanced in our friendly and good natured competition. A game won at any cost is a questionable and badly besmirched victory and does more harm than good to the members of the winning team and its supporters, because it develops in them a false idea of true sportsmanship.

### The Creative Brain

To create, manage, and comprehend relationships demands something more than raw brains; that is why ten per cent. think, plan, and manage the industrial life of our nation today—for the other ninety per cent. And because they do, they are paid proportionately.—ALBERT SIDNEY GREGG, in *Trained Men*.





by G.H. Pryor  
Auditor of Disbursements

*Note:*

All puzzles published in this department will be defined, as far as possible, from the *New Standard Dictionary*, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the *New Standard Dictionary*, the name of such authority must be stated at the end of the definition, in parenthesis. Obsolete words will be marked at the end of the definition thus—"obs". Variant spellings of a word must be marked at the end of the definition thus—"var". Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

It faded and ripped and was pretty far gone,  
So Sandy was "tattered and torn."  
He called on the seller and made a great  
kick  
For the price he had TWO was enough  
Said he to the dealer, "You think you are  
slick,  
But your treatment of me is quite tough.  
I have TWO you good siller for this faded  
old ONE  
And a mighty bad bargain I find it,  
So after this time, I will let you alone  
For your shop has the devil behind it."  
Baltimore, Md. *The Major*

THE answers to the three puzzles published in the March issue were:

1. SQUARE

B A C O N  
A B O D E  
C O C O A  
O D O U R  
N E A R S

2. DIAMOND

R  
T O T  
T R A I T  
R O A D B E D  
T I B E R  
T E R  
D

3. RHOMBOID

P A R I S  
T A S C O  
T I A R A  
S M A L L  
P L A I N

Correct solutions were received from:  
L. Mildred Hemmick, Washington, Ind.;  
E. R. Woodson, K. T. Did, Washington,  
D. C.; Grace M. Manning, W. E. Madden,  
Guy F. Biggs, Richard H. Thompson, P. L.  
Ebaugh, W. T. Ahrens, Mrs. Gertrude L.  
Kelly, Jno. C. Svec, Martelia, J. S. Knight,  
Primrose, Comrade, H. B. Meagher, H. J.  
Barker, 3rd, H. M. Foster, L. E. Phant,  
Baltimore, Md.; Arty Ess, Scranton, Pa.;  
Mentor, Chicago, Ill.; Dan D. Lyon, New  
Florence, Pa.; Kappa Kappa, Hawley,  
Minn.; O'Kay, Holyoke, Mass.; E. J.  
Southerington, Cincinnati, O.; J. E. Miles,  
Whiting, Ind.; Colston Trapnell, Weston,  
W. Va.

NEW PUZZLES

1. SQUARE

1—A keepsake.

2—An evergreen tree much cultivated in southern Europe.

3—Birds of the Falcon family.

4—An incident.

5—Place or beds formed and used by birds.

Baltimore, Md.

*Guy F. Biggs*

2. TRANSDELETION (6)

What help to man is this device,  
This signal by the switch's side?  
It aids the trainman in a trice  
To tell if he doth safely ride.

Decapitate this worthy word—  
And everybody use his brains;  
Transpose what's left—'tis not absurd—  
And this is what you see remains:

'Tis found within the engine's parts—  
Look well below the fire-box glow;  
There burning coal much heat imparts—  
This iron frame you surely know.

Baltimore, Md.

*Primrose*

3. DIAMOND

1—A letter.  
2—To strike lightly.  
3—A doctrine held or maintained.  
4—A dwarf.  
5—The capital of China.  
6—A silver-white soft malleable and fusible metal.  
7—A letter.

Baltimore, Md.

*Grace M. Manning*

4. DIAMOND

1—A letter.  
2—To drink in small quantities.  
3—A trap.  
4—A famous American water fall.  
5—To prattle vaguely.  
6—Before.  
7—A letter.

Roland Park, Md.

*Richard K. Thompson*

5. DELETION (5)

Sandy McGregor had bought a new ONE  
And when it was TWO for and worn,

6. RHOMBOID

Across:

1—The juice of apples expressed and used as a beverage.  
2—Subject of discourse.  
3—A large marine duck, the down of which is an article of commercial value.  
4—The name of an Evergreen tree having wood of great durability and fragrance.  
5—To make new again.

Down:

1—A letter.  
2—The personal pronoun of the third person, singular number and neuter gender.  
3—The female deer.  
4—A narrative poem of some heroic deed or event.  
5—One who rides.  
6—To give up.  
7—In Norse mythology, the goddess of the sea.  
8—In music, the name given to the second of the syllables used in the scale.

9—A letter.  
Baltimore, Md. *W. E. Madden*

7. TRANSPOSITION (6)

Some hints for ONE health now are due:  
Don't whine; don't fret; don't growl;  
don't TWO  
That man is happiest, I'm sure,  
Who keeps his spirits high and pure.  
Hawley, Minn. *Kappa Kappa*

8. PYRAMID

Across:

1—A letter.  
2—A tame, fondled animal.  
3—Relating to the Dorian race  
4—To surpass in growth.  
5—Affected with strabismus.

Down:

1—A letter.  
2—Either.  
3—A duet.

- 4—Round vessels made of earthenware or metal.
  - 5—Icebergs.
  - 6—To fatigue.
  - 7—Reserved.
  - 8—Plural of 1.
  - 9—A letter.
- Baltimore, Md. *Red Crow*

9. INVERTED PYRAMID

- Across:
- 1—A Russian lumber vessel of 100 tons burden and upwards.
  - 2—In mechanics, a block on or in which a journal rotates.
  - 3—Like an old woman.
  - 4—An apodal fish without ventral fins and of elongated snake-like form.
  - 5—A letter.

- Down:
- 1—A letter.
  - 2—The fifth month of the Jewish year.
  - 3—A grassy field or plain.
  - 4—A narrow way or path, confined between fences, walls, etc.
  - 5—In astronomy, the inner satellite of Uranus.
  - 6—To cultivate the ground.
  - 7—The smallest cardinal numeral.
  - 8—In Biblical history, the King of Bashan.
  - 9—A letter.
- Baltimore, Md. *Pat Tapsco*

10. CHARADE (6)

More west than where the "big horns"  
TWO,  
On a tree that's not so tall.  
In the land for me and for you,  
You'll just say, ONE! then eat ALL.  
New York, N. Y. *Joaquin*

11. SQUARE

- 1—To leave a camping ground.
  - 2—To inspire with ardent love.
  - 3—In Greek mythology, divinities of Oriental origin.
  - 4—A compound derived from acid amids through substitution of carbonyl oxygen by the imid group.
  - 5—Obsolete spelling of Morisco.
  - 6—Dresses or adorns ostentatiously.
- New Florence, Pa. *Dan D. Lyon*

12. DIAMOND

- 1—A letter.
  - 2—A covering for the head.
  - 3—One that files.
  - 4—An actor (rare word).
  - 5—A city, headquarters of the Baltimore and Ohio.
  - 6—A white ant.
  - 7—Tumults.
  - 8—Metal, especially precious.
  - 9—A letter.
- Holyoke, Mass. *O'Kay*

13. SQUARE

- 1—Having a light complexion, color or shade.
- 2—A long-necked and long-legged heron-like wading bird.

- 3—Moved to anger.
  - 4—A natural object, usually an animal, assumed among savages as the emblem of an individual or clan, etc., and regarded as an object of worship.
  - 5—One of a hostile army or nation.
- Baltimore, Md. *L. E. Phant*

14. RHOMBOID REVERSED

- Across:
- 1—The landed estate of a nobleman.
  - 2—In music, the highest adult male voice.
  - 3—The ritual of the thirteen functions of the Jewish festival of the Passover.
  - 4—In Geology, a formation comprised in the Upper Cretaceous series of Strata in Alabama and Mississippi.
  - 5—In Law, the official list of persons summoned for jury duty.

- Down:
- 1—A letter.
  - 2—In Babylonian mythology, one of the three supreme deities.
  - 3—The heavenly body that is most conspicuous from the earth.
  - 4—A head-dress.
  - 5—A piece of metal engraved with a figure, scene or allegorical group.
  - 6—Again.
  - 7—Likewise not.
  - 8—Either.
  - 9—A letter.
- Baltimore, Md. *Mon. U. Mental*

The lists of solutions must be in my hands by July 15. The answers, with the list of solvers, will appear in the August issue.

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Beginning with this month's issue we are going to have a regular puzzle department, as we feel the responses received to our first effort in the March issue warrant this determination. If we are going to have a regular department we must have some rules to guide us; but all that I feel are necessary at this time are embodied in the notice at

Prizes for Best Answers

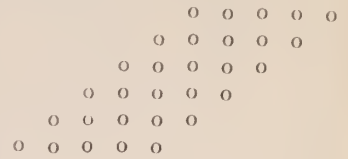
A copy of the standard book on puzzles, "Key to Puzzledom," will be given to each of the five employes submitting the best answers to the puzzles given in this issue of the Magazine, and having them in the hands of Mr. Pryor by July 15.

Only new puzzlers will qualify for this competition, it being felt that the old puzzlers will be glad to leave the field open to the beginners.

As it is unquestionably true that many employes will solve all of the puzzles given in this issue correctly, it will probably be necessary for those competing for these prizes to work out an original puzzle, to put him or her in the running. The names of the successful competitors will appear in the August issue.

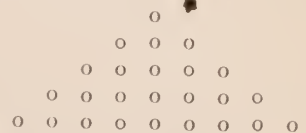
the head of this column, which will permanently stand, from month to month, for your information and guidance.

In the March issue I showed you the form of a rhomboid. This form is susceptible to a variation called "rhomboid reversed" and it looks just as its name would imply, like a rhomboid running to the left instead of to the right, thus:

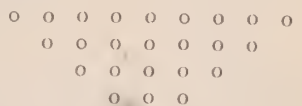


You define the five words from left to right beginning, of course, with the top word and then define the "up and down" words beginning at the left hand lower corner which would make your first definition "a letter," your second definition a two letter word, your third definition a three letter word, etc.

The pyramid is another pretty puzzle and very much in favor with puzzlers. Like the rhomboid there are two kinds of pyramids, one designated simply as "a pyramid" and the other "inverted pyramid." The straight pyramid is shaped like this:



and again, like the rhomboid, it is defined two ways, first, from left to right where your first definition would be "a letter," your second definition a three letter word, your third definition a five letter word and so on for as large a base as you care to build on. It is also defined "up and down;" beginning at the left hand lower corner, your first definition being "a letter," your second definition a two letter word, your third definition a three letter word and so on until you come to the right hand side of the base where your definition is again "a letter." The "inverted pyramid" is shaped like this:



and is defined just like the regular pyramid except that from left to right your base, or largest word, is defined first, as that appears on top in the inverted pyramid, and in your "up and down" definitions you begin at the top left hand side and your first definition will be "a letter," your second definition a two letter word, etc.

In constructing pyramids you may use base words as small as seven letters and you may go from that as far as you like. Fifteen letter pyramids are no longer unusual among the experts, but the beginner can get a lot of fun out of building and solving the seven and nine letter varieties until he gets his hand well in, when no doubt he will want, and will have, something bigger.

(Continued on page 34)





## Splendid Meeting at Grafton Closes a Successful Winter Season

THE joint meeting and social of the Baltimore and Ohio Veterans' Association and the Ladies' Auxiliary held on April 3 at Pythian Hall, Grafton, was one of the most delightful affairs of the series held by these organizations during the past winter. The hall was filled by a large and interested audience and to say that everyone present thoroughly enjoyed the delightful program of entertainment provided, is putting the fact most mildly. The music supplied by the Rosier orchestra was one of the pleasant features.

The exercises were opened by the singing of "America" by the audience, and a prayer by the chaplain. Then the Veterans' Association conducted a brief business session. The Ladies' Auxiliary, in turn, held its business session. With the disposal of these matters the program was resumed by the singing of "Maryland, My Maryland." After another orchestra number, Mr. Gans, of the Safety Department, Baltimore, ran a number of reels of most interesting moving pictures. He showed various lessons of Safety and in addition the construction or building of a modern railroad, ending with

a historic picture of the building and development of the Baltimore and Ohio, the country's most historic railroad.

This was followed by the singing of "Life's Railway to Heaven," by the music committee, and then Mrs. French Helms read most effectively an interesting story, entitled "The Old Woman's Railway Signal."

After another orchestra selection Mr. Gans gave a clever little exhibition of sleight-of-hand work that proved most entertaining and amusing. This was followed by a duet by Mrs. Thos. Beall and daughter, Miss Ada May. Then Rev. P. T. Crickenberger pronounced the benediction and the meeting was turned over to the ladies of the auxiliary, who served the whole assembly with a delightful luncheon. The meeting was then turned into a pleasant social affair and it was well on toward midnight before the last of the crowd reluctantly departed for their homes.

Since the meeting of the Grand Lodge in Baltimore, the Grafton Chapter of the Auxiliary has taken in more than 30 new members. This is fine work.

## Cumberland Veterans Honored by Visit From Officers

SEVERAL hundred people were present at the last meeting of the Ladies' Auxiliary and the Veterans, at Cumberland, Md. Following the regular business session, T. J. Lucas was elected president of the organization. Addresses were made by the following officers of the Railroad: E. W. Scheer, general manager; H. O. Hartzell, manager Commercial Development; George Sturmer, grand president, Baltimore and Ohio Veterans; H. R. Gibson, division engineer, Connellsville division; Thomas K. Faherty, assistant superintendent, Cumberland Division; C. W. Van Horn, superintendent, Cumberland Division; P. Phoenix, division freight agent,

and R. W. Brown, superintendent, Connellsville Division.

J. A. Carnes, engineer, Rowlesburg, W. Va., was presented with a service button in acknowledgment of his fifty years of loyal service. The addresses were followed by an old fashioned square dance which was greatly enjoyed by the old folks as well as the young. The following program was given: Selections by the Peerless Orchestra; violin solo, Virginia Shults, accompanist, Mrs. R. W. Trevaskis; reading, Mrs. E. T. Pritchard; Spanish dance, Evelyn Coffee; vocal solo, Mrs. Chester Spring, accompanist, Miss Eleanor Utt; reading, Mrs. Elizabeth R. Menafee; selections by quar-

ter composed of Cleveland E. Taylor, Howard Johnson, Florian Wilson and George Davis; piano solo, Miss Reba Driscoll; reading, Miss Mary N. Barnett; vocal solos by Mrs. R. H. Compton and by "Ed" Warner.

Mrs. Barnett, president of the Ladies' Auxiliary, was instrumental in arranging the splendid program which was greatly enjoyed by all.

Refreshments were served as a happy conclusion to an enjoyable evening.

## In Memoriam— Conductor John T. Severns

By M. W. Jones

ONE year ago Conductor John T. Severns received the last orders to run to the Great Beyond, and it seems fitting that a few words about this old time loyal Baltimore and Ohio man should appear in our MAGAZINE.

Born near Sykesville, Carroll County, Maryland, January 4, 1854, Mr. Severns was raised on a farm. Tiring of farm life, however, he accepted a position as brakeman on the P. & C. Railroad at Connellsville, Pa. After serving four years, he returned to Maryland, and went to work in what is now known as the Maintenance of Way Department, in Foreman Barrett's camp. He was transferred to the train service as freight brakeman at Baltimore, Md., July 1, 1879, and promoted to freight conductor July 1, 1883. He remained continuously in the service of the Company from that date as a conductor until the day of his death, March 20, 1921.

Captain John was one of the old type of employes, noted for his intense loyalty to the Baltimore and Ohio, and for his attention to duty. He did not question "Who should do it?" but always did well what his hand found to do. His family came from Bucks Co., Pa., to Maryland in the year 1791, where they have since remained. Captain John was married to Margaret E. Brandenburg of Woodbine, Carroll Co., Md., October 18, 1883. She died on October 9, 1915. Of a family of nine children, seven are still living, four of whom are in the employ of the Baltimore and Ohio, namely: Walter E., division accountant, Weston; Albert E., store clerk, Riverside; John W., car repairman, Locust Point; and Edwin F., machinist, Riverside. The other children living are Mrs. A. Lanier, Miss Myrtle E. and Robert E., all of Baltimore. Mabel and Bertha died in 1912 and 1893 respectively.

Captain John Severns and Engineer H. B. Lockhart were probably the first men examined for promotion on the Baltimore and Ohio, as prior to the examinations of these men, promotions were made simply on the recommendation of an engineer or conductor.

Captain John was a loyal American, who worked during the entire period of the war.

when men were badly needed, without losing a day. Although he had a remarkable constitution, it is clear that he overworked himself during this severe period, and this was the cause of his untimely and sudden death, at the age of 67 years. He was taken ill on his train in Brunswick yard, the latter part of December, 1920, was taken home and grew steadily worse until his death. He was a member of the Order of Conductors, P. O. S. of A., and P. O. of A., and was buried by Collins Division No. 5 of the O. R. C. at Morgan Chapel, Woodbine, Md., on March 23, 1921.

The Baltimore and Ohio lost a loyal worker, the family an affectionate father, and hundreds of Railroad men a firm and tried friend. Of him it may truly be said, "Well done thou good and faithful servant—Enter now into thy rest."

### Connellsville Welcomes Grand Officers

THE Connellsville Division Veterans, together with the Ladies' Auxiliary, entertained Mr. and Mrs. J. M. Garvey, the former grand vice-president of the Veterans and the latter holding the same office in the auxiliary, at a social and business meeting in the Y. M. C. A. on April 11.

Addresses were made by Mr. and Mrs. Garvey, President P. J. Harrigan and F. T. Irwin, Mrs. William Pearson, president of the local auxiliary, and Mrs. Edward Marsh, treasurer. Mrs. James Cowgill entertained with a number of readings. Motion pictures also added to the evening's pleasure. Following the social and business session, the ladies served a lunch.

### News from Martinsburg Auxiliary

Mrs. C. Virginia Taylor

Press Correspondent, Ladies' Auxiliary

WE extend our sympathy to Sister Anna Burkhart, whose husband died suddenly. His death was due to heart trouble. We also extend our heartfelt sympathy to Mr. Burkhart's mother, Mrs. W. A. Burkhart, our esteemed president.

We also regret to learn of the death of Sister Jeadie Airhart, widow of the late Harry Airhart. Five children are left to mourn the deaths of father and mother.

Mother. Death has never changed you,  
You are nearer than we think,  
We shall meet, for still we love you,  
And unbroken is the link.

### Brunswick Honors Secretary Compton

By R. L. Much, Conductor

THE Veterans' Association held its business and social meeting in the auditorium of the Y. M. C. A. at Brunswick, on March 3.

Brother Ray Smith, president, presented Secretary W. C. Compton with a handsome

gold chain and charm in recognition of his faithful services.

On one side of the charm there is the insignia of the Veterans, and on the other side, an inscription telling of the gratitude of the members for Mr. Compton's services.

Mr. Compton accepted the gift with a short speech of appreciation. Refreshments were served, and everybody had a good time. Several new members were taken in, as is generally the case at our meetings, and the meeting as a whole was declared a great success.

### Mr. Hartzell Addresses Ohio Division Veterans

By A. E. Erich, Correspondent

ABOUT 200 members of the Veterans' Association, their families and other employes, gathered at the Eastern Star Temple, Chillicothe, on April 5 for a social session. G. W. Plumly, division operator and president of the Ohio Division Association, introduced the various speakers. H. O. Hartzell, manager, Commercial Development, conveyed President Willard's message to the employes. He said that President Willard was well pleased with the Veterans' Association and extended his thanks to them for their hearty cooperation last year in securing new business for the Road and stated that if they will continue to do this, it will mean the returning to work of the furloughed men. He also mentioned that the number of furloughed men has been reduced just one-

half in the past six months.

G. W. Sturmer, grand president of the Veterans, gave encouraging reports of the growth of the organization, stating that the membership is now 11,000.

The Snyder Brothers' quartette, all employes, rendered several numbers. Edwin Rutherford, accompanied on the piano by Miss Mildred Curtis, both of the Accounting Department, gave several violin selections. All these numbers were well received. The rest of the evening was spent in dancing. Refreshments were served at a late hour, and everybody had a good time. Credit is given the entertainment committee for the pleasing manner in which they had the program arranged; also to the Ladies' Auxiliary of the Association, who were responsible for the refreshments.

When out into the world sometimes we must go,  
A pass is God's blessing through our grand B. & O.

By Estella Hellyer Pennington,

Wife of Philip M. Pennington, Crossing Watchman, Cumberland, Md.



GRAND OFFICERS OF THE LADIES' AUXILIARY

1. Mrs. J. M. Garvey, Wheeling, W. Va., grand vice president. 2. Mrs. Frank M. Howard, Newark, Ohio, grand president. 3. Mrs. Otto Wallburg, Lima, Ohio, grand secretary. 4. Mrs. Anna Hopper, Garrett, Indiana, grand outer guard. 5. Mrs. W. E. Hodel, Grafton, W. Va., grand chaplain. 6. Mrs. G. A. Bowers, Baltimore, Md., grand treasurer. Mrs. H. C. Allgire, Brunswick, is grand inner guard



## THE BALTIMORE AND OHIO RAILROAD COMPANY

### Relief Department—Advisory Committee

#### Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
C. H. CRAWFORD.....	Yard Brakeman.....	Glenwood, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

#### Motive Power Department

L. A. CATHER.....	Machinist.....	Fairmont, W. Va.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

#### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	St. Louis, Ill.
J. S. PRICE.....	Account Clerk.....	Newark, Ohio.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

#### Statement of Pension Feature

Employees who were honorably retired during March, 1922, and to whom pensions were granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bramley, William.....	Machinist.....	Motive Power.....	Chicago.....	47
Collins, George W.....	Trackman.....	Maintenance of Way.....	Baltimore.....	53
Conley, William H.....	Blacksmith.....	Motive Power.....	Wheeling.....	38
Deneen, John B.....	Leverman.....	Conducting Transportation.....	Cumberland.....	49
Dennison, James.....	Engineer.....	Conducting Transportation.....	Newark.....	38
Draine, Edward.....	Carpenter.....	Motive Power.....	Chicago.....	27
Duvall, Joseph R.....	Trackman.....	Maintenance of Way.....	Baltimore.....	25
Hassman, Jacob.....	Car Repairer.....	Motive Power.....	Cumberland.....	47
Higinbotham, Maurice H.....	Foreman.....	Maintenance of Way.....	Baltimore.....	39
Huff, Samuel E.....	Yard Conductor.....	Conducting Transportation.....	Chicago.....	35
McCrisaken, Joseph V.....	Storehelper.....	Stores.....	St. Louis.....	32
McDermott, George W.....	Painter.....	Maintenance of Way.....	Cumberland.....	29
Meyers, John F. P.....	Machinist.....	Motive Power.....	Baltimore.....	33
Miller, William H.....	Lineman.....	Telegraph.....	Baltimore.....	43
Molter, Charles.....	Hostler.....	Motive Power.....	Newark.....	41
Nicholson, Simon.....	Assistant Foreman.....	Motive Power.....	Connellsville.....	49
Richter, Mathias.....	Machinist.....	Motive Power.....	Chicago.....	29
Ridgeway, William E.....	Carpenter.....	Motive Power.....	Baltimore.....	20
Schmaus, John.....	Lumber Handler.....	Stores.....	Baltimore.....	38
Walsh, John W.....	Conductor.....	Conducting Transportation.....	Connellsville.....	42

The payments to pensioned employees constitute a special roll contributed by the Company.

During the calendar year 1921, \$367,795.95 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to February 28, 1922, amount to \$4,692,822.25.

The following pensioned employees, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Baldwin, John T.....	Flagman.....	Conducting Transportation.....	Baltimore.....	Feb. 22, 1922.....	39
Boas, George W.....	Boilermaker Helper.....	Motive Power.....	Illinois.....	Mar. 26, 1922.....	41
Bratt, Samuel J.....	Blacksmith.....	Motive Power.....	Baltimore.....	Mar. 19, 1922.....	50
Doerffinger, Charles.....	Yard Clerk.....	Conducting Transportation.....	Newark.....	Mar. 30, 1922.....	47
Gabriel, Richard.....	Car Sealer.....	Conducting Transportation.....	Indiana.....	Mar. 20, 1922.....	54
Handler, John.....	Conductor.....	Conducting Transportation.....	Philadelphia.....	Mar. 10, 1922.....	45
Hannigan, Denis.....	Car Oiler.....	Motive Power.....	Illinois.....	Mar. 3, 1922.....	27
Holl, John.....	Watchman.....	Police.....	Cleveland.....	Jan. 16, 1922.....	14
Hughes, Frank J.....	Engineer.....	Conducting Transportation.....	Pittsburgh.....	Feb. 26, 1922.....	50
Hutson, Robert E.....	Brakeman.....	Conducting Transportation.....	Pittsburgh.....	Mar. 14, 1922.....	21
King, George, Sr.....	Blacksmith.....	Motive Power.....	Baltimore.....	Mar. 14, 1922.....	41
Kuhn, George D., Sr.....	Helper.....	Motive Power.....	Newark.....	Mar. 28, 1922.....	26
Norris, James.....	Car Oiler.....	Motive Power.....	Newark.....	Mar. 11, 1922.....	26
O'Neill, Patrick.....	Laborer.....	Motive Power.....	Illinois.....	Mar. 6, 1922.....	44
Quinlan, John E.....	Crossing Watchman.....	Conducting Transportation.....	Chicago.....	Feb. 25, 1922.....	25
Rolen, William F.....	Carpenter.....	Maintenance of Way.....	Illinois.....	Mar. 22, 1922.....	29
Rooney, Patrick.....	Crossing Watchman.....	Conducting Transportation.....	Cumberland.....	Mar. 23, 1922.....	48
Tudor, John C.....	Machinist.....	Motive Power.....	Baltimore.....	Mar. 29, 1922.....	43
Whipple, George W.....	Blacksmith.....	Motive Power.....	Indiana.....	Mar. 22, 1922.....	22
White, Samuel Owen.....	Train Baggage-master.....	Conducting Transportation.....	Baltimore.....	Mar. 22, 1922.....	38

# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine;  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted Village"

## George W. Collins

George W. Collins, pensioned trackman, was born in 1851. In 1868 he entered the service of the Baltimore and Ohio as trackman, Sykesville, Maryland. Here he worked continuously for 53 years, a faithful service, worthy of the highest commendation.

## John W. Walsh

John W. Walsh, pensioned passenger conductor, was born on April 1, 1857. He entered the service of the Baltimore and Ohio as water boy on the Valley Division, at Winchester, Va., at the age of twelve. In 1872 he went to work in the Baltimore and Ohio Rolling Mill, Cumberland, remaining in this service until the mill was closed. From here he went to Connellsville, where he entered the service as freight brakeman, Cumberland Division. In 1879 he was promoted to freight conductor, and in 1893

to passenger conductor. He remained in this service until he was pensioned, this year.

## Henry Constantine

Henry Constantine, pensioned passenger conductor, was born in Baltimore, and was educated in the Academy of Bladensburg. He entered the service of the Baltimore and Ohio on May 15, 1881, as passenger brakeman, Baltimore. In 1885 he was made train baggageman, and in 1889 he was promoted to passenger conductor. Mr. Constantine is well known among his fellows, who claim that his popularity is accounted for in part by the fact that Mr. Constantine has managed to keep out of accidents and law suits.

Mr. Constantine has a fine family, consisting of his wife, three daughters and a son.

## Michael Gallagher

Michael Gallagher, pensioned foreman, St. Louis Division, was born in Jefferson

County, Indiana on March 17, 1853. At the age of twelve years he entered the service of the Railroad as water carrier on the old Ohio and Mississippi. A few months later he took the job of trackman. On November 1, 1877 he was made foreman. He served in this capacity until November 1, 1921 when he was retired on pension. All of his time was spent on the Holton section of the Road, and it has been at Holton that he has lived for the past 44 years.

## Charles Molter

Charles Molter, retired hostler, was born on February 23, 1851 in Muskingum County, Ohio. He entered the service of the Baltimore and Ohio as laborer, at Newark, Ohio, on April 6, 1880. On October 12, 1892 he was made hostler and continued in this service until he was retired on pension on February 28, this year. Mr. and Mrs. Molter reside on Buena Vista Street, Newark, Ohio.

## Jacob Hassman

Jacob Hassman, pensioned car repairman, Cumberland Division, was born at Kriegbaum, Maryland, on August 20, 1854. He attended school here and helped his father on the farm until he reached the age of 20. He then went to Lonaconing, where, for a few years, he was employed around the mines. On October 1, 1874 he moved to Cumberland and entered the service of the



THEY HAVE FINISHED THEIR WORK—NOW FOR A REAL VACATION!

Here is a bran new list of pensioners. They are, left to right, upper row: Charles Molter, George W. McDermott, John W. Walsh, Michael Gallagher. Lower row: Jacob Hassman, Joseph V. McCrisaken, George W. Collins and Henry Constantine



Baltimore and Ohio as a car oiler. In 1901 he became car repairman, and in 1910, freight car builder. He has worked continuously in the service since he began, until he was pensioned, this year.

Mr. Hassman has a family of eight children, four of whom are married.

### George W. McDermott

George W. McDermott, pensioned painter, Cumberland Division, was born on September 23 at Cumberland, Maryland. When he was three years old his family moved to Frederick, Maryland, where the boy attended school for several years. Later the family returned to Cumberland where he also attended school. However, at the age of 16 he gave up school to enter the service of the Railroad as laborer at the Rolling Mill. For 19 years he worked here, and was then transferred to the Maintenance of Way Department as painter. Here he worked until January 30, this year when he was retired on pension.

Mr. McDermott married in 1899. He has nine children, all of whom are living. His father died when he was quite young but his mother lived to be 93 years old. She died in August of last year. Mr. McDermott and his family live at 46 Frederick Street, Cumberland, Maryland.

### Joseph V. McCrisaken

Joseph V. McCrisaken, pensioned oil distributor, Stores Department, Indiana, was born at Loogootee, Indiana, on September 4, 1856. His parents were William and Mary A. (Hammond) McCrisaken. After attending school in Loogootee until he was 14 years old, Mr. McCrisaken went to work on a nearby farm until he was of age. In 1877 he went to work for the Government as dredger on the Mississippi River. Here he remained for four years.

In 1880 he returned to Indiana and obtained employment as coal miner. In 1884 he went to work for the M. K. & T. Railroad as trackman. Four years later he returned to Washington, Indiana, where he went to work for the old Ohio and Mississippi—now a part of the Baltimore and Ohio—in the Stores Department. This position he held until the time of his retirement, this year.

Mr. McCrisaken was married to Miss Phoebe Loretta Bramble, in 1899. To this union seven children were born, all of whom are living, save one son who lost his life in France.

### New Equipment

The Company recently placed an order for 50 new cars for use in passenger train service, including forty coaches, two dining cars, three combination baggage and mail cars, and five postal cars. This equipment will be constructed by the Pullman Company, of Chicago, for delivery late in August or early September, at an approximate cost of \$1,200,000.

## In the Realm of the Riddle

(Continued from page 29)

Among the flat puzzles not previously described, the "transposition," "deletion" and "transdeletion" are rated very popular. The *Key to Puzzledom* describes a transposition as follows: "A transposition of the letters of a word, by which another single word is obtained." Another way of expressing it is to say that you take a word, describe it in verse, then mix the letters up to form another word which you also describe in verse.

A deletion is a puzzle in which you take a letter from a word, preferably other than the first or last letters, the remaining letters forming another word, the clue to each being given in the description, usually in verse. For instance, take the word *noise*, delete the *I* and you have the word *nose* without disturbing any of the other letters.

A transdeletion is described in the *Key* as follows: "A deletion in which the *first* is obtained by transposition of the letters remaining after deleting *whole*." It might be plainer to say that in a transdeletion you take a word which is your *first* or *primal*, then take out one letter and shuffle the remaining letters around to form an entirely new word which would be your *final*, *second* or *last*.

Here is an example of a transposition taken from the *Key*:

With eyes suffused, her dear old face aglow,  
With pleasant memories of long ago,  
Grandma, in cosiest of easy chairs,  
Sits ONE the TWO she usually wears.

The answer is "patching" and "nightcap." ONE is "patching" and the letters are then transposed to make TWO which is "nightcap." This transposition was written by Hercules.

The following, by Cinders, is a good example of the deletion:

In a LAST of magic potion,  
Of a liquor charmed and rare,  
Thou canst drown thine old emotion  
And secure surcease from care.  
'Tis a drink to soothe the fretful,  
Make the restless spirit calm,  
Of each sorrow be forgetful  
In the sweetness of the balm.

Of Lethean waters drinking  
Trouble dies within the breast,  
And from every memory shrinking,  
Thou canst find at last a rest.  
TOTAL questions may betide thee,  
Friendship pass in deep regret,  
This nepenthe stands beside thee,  
Drink its measure and—forget.

The answer is "vital" for TOTAL from which the *T* is deleted making LAST "vial." Substitute "vital" for TOTAL and "vial" for LAST and you will have a very pretty little poem.

As a sample for a transdeletion the following by Tranza is offered:

While cruelty to animals I always deprecate,  
Yet just this once I quite insist that we  
decapitate  
A beautiful and spirited wild horse of  
Africa,  
That is—if we can capture it before it runs  
away.

The race is won; the deed is done; the head-  
less trunk remains;  
But little good it is to us unless we use our  
brains,  
And with a dextrous turn or two the letters  
rearrange,  
To form a fierce and clumsy beast, no bet-  
ter for the change.

The answer is "Zebra" and "Bear." The "spirited wild horse of Africa" described in the first stanza is "zebra" from which the "Z" is deleted and the remaining letters transposed to form the word "bear," described in the second stanza. You will note the author did not use the words *first* or *second*, *primal* or *final*, as this was not necessary because of the manner in which he describes the two words in separate stanzas.

It occurs to me to suggest right here that you carefully preserve your copies of the *MAGAZINE*, as you may want, from time to time, to refer to them for a description or an explanation of some puzzle that will appear in a later issue.

I would like to see many of you take up the work of building new puzzles with the assurance that if they are constructed according to our simple little rules and explanations they will be published over their makers' names. It is fine fun, besides being highly educational, to solve puzzles, but when you build them you are carried into many fields of knowledge that you would not reach by solving alone. So, while I would like to have a very large solvers' list, I also want a lot of new puzzles and I hope many of you will get busy right away and find how interesting is the work of construction.

Guy F. Biggs of the Telegraph Office, Baltimore and Ohio Building, Baltimore, is the first to send in some new puzzles and as they are very nice examples of their kind, I have given one of them the place of honor among the new puzzles published this month. We want a whole lot more like Guy Biggs and then we shall be sure to make this department a success.

If you cannot solve all the puzzles each month send in a list of those you do solve, even though it be only one, and your name will be published in the solvers' list.

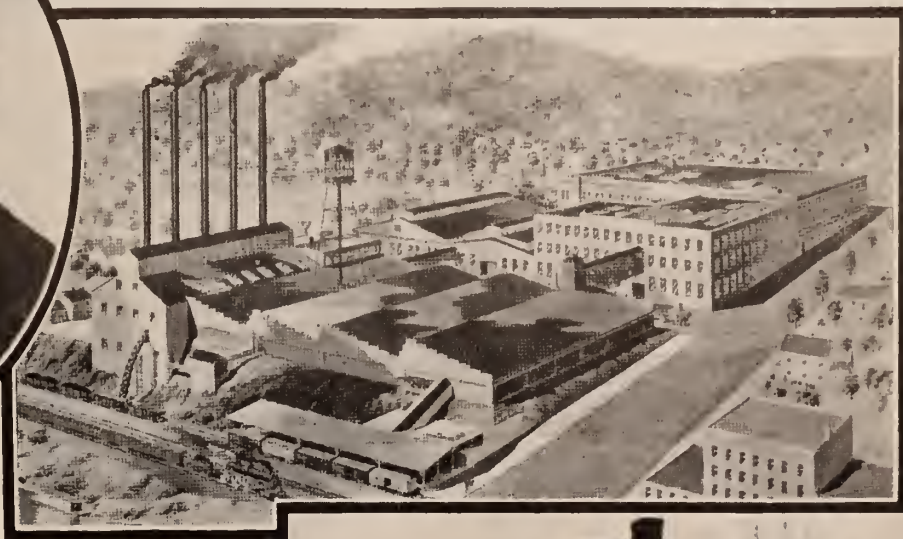
You will notice No. 11 is a six-letter square and No. 12 a nine-letter diamond, which mark a little advance over our first efforts. However, there is an axiom among puzzlers that "the larger the form the easier to solve" because the more words used the more apt the solver is to guess one or more of them as a starter, and usually given one or two words you can work out the rest with patient effort.

# An Interesting Industry along the Line of the Baltimore and Ohio



Mr. Wm. F. Stifel,  
President,  
J. L. Stifel & Sons  
Wheeling, W. Va.

Bird's Eye View of J. L. Stifel & Sons' Plant Today



Lower right: The corner building is where this industry was started in 1835



## "Stifel Indigo"

A Business Founded on the Rock of Friendship and Integrity

**I**N a pleasant interview with the members of the firm of J. L. STIFEL & SONS OF WHEELING, W. Va., we were given a sketch of the wonderful industry which they have built up at Wheeling, W. Va. Starting in probably the smallest way that a business could be started, it is now one of the largest of its kind in the country, and is known not only in the United States but all over the world.

In describing this growth, Wm. F. Stifel, the president, said: "This business was established on the basis of FRIENDSHIP with the customers, and our main principle has always been HONESTY of purpose in manufacturing a fabric of value and dealing with all our trade on that basis. In my opinion this is the main factor in any business that is to succeed.

I do not believe any business will endure that is not founded on INTEGRITY.

Our business was started as a small enterprise and has grown to an enormous one because our policy has always been to consider each customer as a personal friend, entitled to the best we can give him. It has not invariably seemed to our interest to do this but the rule has been rigidly adhered to and in the long run, it has brought us prosperity, and we feel we have established an industry to be proud of. No matter where you turn now-a-days, railroads, factories, shipyards, machine shops, farms, throughout the world, you will find a large number of the workmen and working girls dressed in the cloth we manufacture. It is an ideal fabric for them. Tough fibred, practically indestructible in color and weave, soft finished, easily laundered, made in a variety of weights and patterns, STIFEL'S INDIGO CLOTH has never been successfully imitated.

I am proud of our product and the policy that was originated by my father in 1835 when he founded the firm of J. L. STIFEL & SONS. These will never be changed as long as I am president and as long as the business remains the property of the family, for these same ideas are heartily believed in by the other members of the firm, the two sons of my brother and my own son. So you will see that the big Indigo Cloth with the Little Boot Trade Mark on the back, has in reality been established on a solid rock foundation. It is so well known as a good, honest fabric and the business is so well established and protected that it is my prediction that it will continue to live under the same principles for many, many years and in its growth become better established each year in the minds of the people as an honest fabric that gives the people their money's worth."





## Readers—Please Note!

*It will be seen that most of the items on this and the opposite page, are dated months back. Limited space alone has prevented their previous publication. There are many more to come and we hope that conditions will warrant their more seasonable appearance in the Magazine, even to an increase in the number of our pages.*

## Swedish American Line's Party for Sweden

THE members of this party left Minneapolis via the Chicago Great Western Railroad on the evening of November 29, under the personal supervision of H. C. Strohm, our northwestern passenger agent, and Mr. Nils Nilson, general northwestern passenger agent of the Swedish American Line, through to New York.

The party numbered 170 passengers, from Minnesota, North and South Dakota, Montana and Wisconsin. Practically all of them were sons and daughters of Sweden, intent on spending Christmas among relatives and old friends, to return to the United States again in the spring. The party comprised people from various walks of life, farmers, contractors, physicians, lawyers, etc.

The party left Chicago on No. 10 on the morning of November 30, and arrived at Washington, D. C., on December 1. Advance arrangements were made to have the entire party photographed on the steps of the Capitol, a picture of some of the passengers being shown on this page. Five hours were spent sight-seeing in Washington, the party leaving for New York at 1.00 P. M.

When crossing the Delaware river Mr. Nilson reminded the passengers of the fact that it is now more than 283 years since the first party of Swedish emigrants left Sweden for America in two small sailing vessels, named "Kalmar Nyckel" and "Fogel Grip." They landed at Delaware Bay, and there started the first Swedish colony in America. Other Swedish immigrants arrived here even earlier, but the two vessels above named sailed from Sweden direct to Delaware Bay. They were more than six months on the way across the Atlantic and arrived at Delaware Bay in the spring of 1638.

Since then Swedes have reached our shores in ever increasing numbers, thus necessitating the establishment of a direct line of large, comfortable, steady and modern steamers between Gothenburg and New York.

Mr. Strohm, our northwestern passenger agent, accompanied Mr. Nilson on board the "DROTTNINGHOLM," on the sailing date, December 3, and had an opportunity to thoroughly inspect the ship, as well as to confirm by his own experience the excellence of its cuisine.

Promptly at two o'clock the whistle blew for departure, and the steamer left

Baltimore and Ohio Cleveland to Washington Tcuring Par

for far away Sweden, arriving at Gothenburg the afternoon of December 13, thus making the journey in about nine days and 19 hours.

J. J. Doyle

JONES & LAUGHLIN STEEL CO.

Woodlawn, Pa.

February 27, 1922.

Mr. J. J. Doyle, C. P. A.,  
Baltimore and Ohio R. R. Co.,  
Pittsburgh, Pa.,

Dear Sir:—

I recently received a letter from my mother, who went to De Land, Florida, in part over the Baltimore and Ohio, and in it she spoke of the courtesy and kindness extended her by you when securing her reservations and tickets.

She has asked me to thank you for her. This I am doing and at the same time wish to include my own thanks. It is always a pleasure to do business with people who are kind and courteous and who do not deem it a hardship to go out of their way to do a favor. This is all the more appreciated by me because the recipient of these courtesies was my own mother.

And as we all love our mothers, so do we all appreciate any help or kindness shown them by others.

That you may be happy and enjoy success and prosperity is the sincere wish of my mother and myself.

Cratefully yours,

(Signe) Joseph E. Cochran



Swedish and American Line Special Party for S. S. "Drottningholm,"





Received by Mrs. Harding at the White House on March 30

### The Agent at Dawson, Pa.

WASHINGTON COAL AND COKE CO.  
Dawson, Pa., December 8, 1921.  
Superintendent,  
Baltimore and Ohio Railroad Co.,  
Pittsburgh, Pa.

ATTENTION, MR. DURANT:

Dear Sir:—I presume it is rather unusual to have a patron of your railroad write you concerning your agents, more especially when they have no criticism to make, but I feel that in justice to your agent and clerk at Dawson, a word of commendation is due them.

I had occasion to observe the courtesy and efficiency of your agent and clerk here on Monday evening, especially. I was acting as pall bearer when the body of Mr. J. H. Price, our secretary and treasurer, was put on Train No. 15 for Milwaukee, Wis. Mr. Muirhead showed rare courtesy and efficiency on this occasion and I determined at that time that I would bring the matter to your attention.

Another thing which to me is very pleasing is their habit of a pleasant "thank you" when you pay a freight bill or purchase a ticket.

My personal opinion is that your patrons at Dawson, Pa., are being more efficiently and courteously treated right now than they have ever been in the past.

I am writing this letter, of course, without their knowledge or solicitation, because I feel it is due them.

Yours truly,  
(Signed) GEO. L. WHIPKEY

### Train Porter Wilson to the Fore

INTELLIGENCER  
PUBLISHING COMPANY,  
Publishers and Proprietors  
Daily and Weekly Intelligencer,  
Job Printers and Book Binding,  
Wheeling, W. Va.

August 25, 1921.

MR. C. W. GALLOWAY, V. P.,  
Baltimore & Ohio R. R. Co.,  
Baltimore, Md.

Dear Sir—I am writing you this letter to recommend to your good graces one James P. Wilson, train porter on No. 15 out of Baltimore.

Three weeks ago I lost a ticket from Baltimore to Clarksburg, and Mr. Wilson found it on the platform of the train and promptly returned it.

He would not accept any money for his honesty, and I feel that such employes should be commended to their superiors.

Believe me to be,  
Yours very truly,  
(Signed) JOHN W. KIRK

### Service Brought This Encouraging Letter

Washington, D. C., October 13, 1921  
MR. W. G. BROWN,  
General Passenger Agent,  
Baltimore and Ohio Railroad,  
Chicago, Ill.

Dear Sir—I desire to express my appreciation of the excellent service we received on a recent trip over your road, from

Chicago, Illinois, to Washington, D. C. Uniformity in speed and care exercised in starting and stopping were noticeable features. The Pullman porter service was of an exceptionally high character. I have never traveled with a porter who, for efficiency in every respect, excelled the one on this run. I traveled on train No. 10, Pullman No. 60 (Sidor), leaving Chicago at 9.30 a. m., on October 10. As usual, we arrived on schedule time.

Yours very truly,  
(Signed) W. G. HOUCK,  
U. S. Bureau of Animal Industry.

### Commends Service to Station Agent

UNITED STATES DEPARTMENT OF AGRICULTURE  
Beltsville, Md. October 24, 1921

MR. E. W. PEARRE, Station Agent,  
Beltsville, Md.

Dear Sir—On my recent trip to St. Paul Minn., I was pleased to note that the Baltimore and Ohio was right on the job and after business. A representative of the Baltimore and Ohio was on hand to fix up transportation both in going from Washington to St. Paul and also for the return trip.

Personally I like to travel on your railroad because of the good meals served in the dining cars and because of the provision made for the comfort of the passengers in the way of observation cars.

Very truly yours,  
(Signed) V. E. WOODWARD



Steps of U. S. Capitol, Washington, D. C., December 1, 1921



# Women's Department

Edited by MARGARET TALBOTT STEVENS

## The Working Man's Dinner Pail

By Lillian Betony

Daughter of Section Foreman, Cadell, W. Va.

*Note: Among the entries sent in for our women's Dinner Pail Contest last summer was one from Lillian Betony, youngest of the contributors, being a girl of fourteen. Her paper, while it did not exactly fill the requirements of the contest rules, contains some excellent ideas and special study and much preparation. We are glad to present this essay to our women readers, and we hope to hear from Lillian again. We prophesy that she will be, if she is not already, a good housekeeper—Associate Editor.*

THE working man always has an inspiration according to whether his dinner is well packed or not. The better his dinner is made up, the more inspiration, energy and thought he has in his work. The meal or lunch which has to be made up has to be judged according to whether it is breakfast, dinner, or supper, also according to the season, the weather; whether the man is strong, healthy, and a good eater; whether he has a light or heavy job. But we need most to calculate the output of energy.

The next thing to be considered is the function of the foods. The foods provide (1) material for the growth of the body as well as for the repair of worn out tissues. (2) They furnish the necessary energy for muscular work and for the maintaining of heat in the body. The value of energy in foods is another important thing. The heat of the body as well as the energy used in muscular work results from the oxidation of food materials.

### The Amount and Nature of Foods Necessary for Health

It is pretty hard to find out just how much and what kind of food is best adapted for the preservation of health; evidently many conditions enter into the problem, such as one's age, weight, and occupation, also the climate in which one lives.

Since the fats and carbohydrates have nearly the same function, to state the food requirements for a period of say 24 hours, it is sufficient to give simply the weight of proteins necessary.

The following dietary standards, proposed by Atwater, are generally accepted. They give the food requirements for a period of 24 hours:

### Preparation

We will now discuss how a good many meals are prepared and the points to be emphasized. In my opinion, Honorable Judges, I think there are some women who really don't care what they put into the dinner pail, while there are others who really care. There are some women who have no pride in their husband's meals; who do not get up in time; who let the husband cram a few things into the dinner pail, maybe dirty, maybe clean, by luck. This is not right, for dirtiness will develop disease, etc.

There are some women who are spenders, and who just get sweets and such foods that have small food values.

The main part to be emphasized in this problem is the *COST* of food as related to the *NUTRITIVE VALUE*. The food should be carefully selected and well adapted to the needs of the individual who is to eat it. I think that it is sometimes well that the husband should sometimes lend a hint to wifey as to what he likes best in his dinner pail. And another thing: Even if the food is selected and has good food values, if it is not cooked right, there will be no appreciation of the food; if it is not fit to eat by the time for the meal, that will be worse yet. But I think this danger can be lessened by the use of carefulness and the utility of the wife's hands to make a perfect meal for her husband, who will appreciate it and have more admiration for her cooking, making for happiness.

If a meal is not well prepared, the individual, if he is a hard worker, will soon be worn out, as he will not get enough food to build up the tissues of the body. In my opinion, this is what makes him cross and surly. Take care of the bread winner of

the family, and life will be smiles clear through.

### How Shall We Prepare the Lunch?

Now, let us see what we would fix for the dinner pail, how we would fix it, in pail, basket, or box.

I think a dinner pail with a thermos bottle in which to keep anything warm or cold, is best adapted for the hard working railroad man, but as the excuse generally comes up, "They are too expensive," etc., we will make the best we can of just the dinner pail. What kind? An aluminum one, clean and shiny, or a dirty, rusty one? Well, I prefer the aluminum dinner pail, one that the consumer of the meal may be proud of eating from. For whom? Well, let's say a track foreman. What meal? Let's say dinner.

I would have a salad, sandwiches, fruit, cake, meat, strong coffee (cream and sugar). Well, we don't want too much; enough of these and he'll be satisfied.

Now that we've named the different things needed, how are you going to fix them?

I would fix five sandwiches, say either ham, cheese, or some salad with meat. The bread is to be fresh, and sandwiches should be wrapped in clean wax paper to keep them fresh and clean.

As for salad, I think chicken with salad dressing would be appropriate. Pimento and cheese salad is also good for this purpose; other "make-ups" can be gotten from any good recipe books. The fruit can be either raw, such as banana, orange, or grapes, or it can be canned peaches or other canned fruits. Cake will always be more appreciated if made by wifey's hand than if bought at stores, or home-made pies may take the place of this. Pies must be well made, however, without hard tack for crust. As to the meat, use steak, Chile Con Carne, or any other compounds of meat. These should have little relishes to go with them. Some men like onions or celery; it will not hurt to put these in extra. Coffee should be prepared pretty strong; if the weather is warm, the milk should be boiled so as to kill all of the living micro-organisms so as to keep the milk from spoiling. Sugar should be added. Everything in the pail must be put in in order. Salad should be put in an individual casserole and a teaspoon and small fork should be laid on top carefully. Everything should be put so as not to muss up. Then the lid goes on—a little shining on the outside—and the meal is packed!

(Fuel values of any of the principal foods may be had by writing the associate editor.)

### Fried Tomatoes

Slice as many tomatoes as needed. Sprinkle with pepper, salt and sugar; dip in cracker dust or cornmeal, and fry in hot fat. If preferred, they may be fried without the addition of either cornmeal or cracker dust, and served with milk sauce.

### Character of Individual

Character of Individual	Protein Required	Fuel Value
Man with very hard muscular work	175g	5500 calories
Man with moderately active muscular work	125g	3400 calories
Man with light to moderate muscular work	112g	3050 calories
Man with sedentary work	100g	2700 calories
Man with light work (leisure)	90g	2450 calories

## Ginger

(A Dialogue that really took place)

**Time:** Saturday afternoon.

**Place:** Day coach in New York train.

**Persons:** Little Girl and Big Conductor.

(Conductor enters and starts down aisle. Little Girl catches him by the sleeve.)

Little Girl: Mister Conductor, when are you going to get us to New York?

Big Conductor (stopping and taking hold of her hand): What's this? And why are you so anxious to get there?

Little Girl: Because my Grandmamma lives there and she has a kitty cat for me, an I want to see it, 'deed I do.

Big Conductor: Well, well! Didn't you ever have a kitty cat of your own?

Little Girl: Oh, yes, Sir, but he went away. He ran away one night, and never came back. He was gray and his name was Ginger. That's what I'm going to name my new kitty cat when I get him.

Big Conductor: Well, now, isn't that funny? Did Old Ginger have red eyes?

Little Girl (laughing): Oh, no, Sir, he had—

Big Conductor: Lavender eyes?

Little Girl: Oh, no, he had—

Big Conductor: Yellow eyes?

Little Girl: No, Sir, I'll tell you, I know, for he was *my* cat. He had gray, greenish eyes.

Big Conductor: Well, what do you think of that? I had a cat named Ginger, too. Let me tell you about him. He lived with us for many years. At last he got a bad tooth. Then he went blind. Finally, he died and went to cat heaven.

Little Girl: Did your cat say his prayers before he went to sleep? My Ginger used to put his paws over his eyes and say his prayers.

Big Conductor: I don't know about saying his prayers, but, believe me, he knew how to ask for something to eat.

(Train pulls into Bound Brook, New Jersey.)

Good by, Little Girl, give my love to Ginger.

Little Girl: Yes, Sir, Good by.

## Helpful Hints

By Marie Slatterick,

Division Engineer's Office, Wheeling, W. Va.

WHEN using confectioner's sugar for making cake icing, always mix it with hot water or milk, as the case may be. The hot liquid dissolves the sugar more completely and takes away that "sugary" taste.

Lemon juice is excellent for manicuring your nails. It removes the stains and leaves the nails pretty and pink.

"Knickers" are much handier than skirts when you run a car; they don't get in the way of the handling mechanism.

When you have your photograph taken, please don't use rouge. It always photographs dark or black and makes shadows on the face in the picture.

## Apple Sauce Cake

As baked by Mrs. George D. Crone, wife of retired usher, Camden Station, Balto., Md.

Now here's Sister Crone with an apple sauce cake!

Her folks all can tell you she knows how to bake.

'Twill do for a birthday, for Sunday, or when

You've company for supper, (and they'll come again).

You do not need eggs—now isn't that nice?

And it tastes like a fruit cake all loaded with spice.

Take two cups of sugar, two of stewed apples, too—

The latter unsweetened, for the two cups will do—

Of good, yellow butter a full quarter pound,

Beat well together and stir 'round and 'round.

Two teaspoons of soda, dissolved in some milk—

A quarter of a cupful, and beat smooth as silk.

Now four cups of flour, seeded raisins one pound,

Half a teaspoon of salt, half a nutmeg so round;

Half a teaspoon of cloves and of cinnamon, too,

Now you're ready to bake it—you'll know what to do.

If you want it for Christmas, 'twill make your soul glad

If some citron and 16 fine walnuts you add

## Dear Women Readers:

Every morning, just before the time for my alarm clock to ring, I am awakened by the voice of a little boy. Rain or shine, it is all the same. Down on the street just below my window he walks. He doesn't even know that I am listening to his singing, but as sure as morning comes, he is there. He lives in a little side street. His father goes to work very early in the morning, and the little fellow gets up when daddy does, so that he can go for the bread for daddy's breakfast. I have never been able to find out anything about him. I only know that he is about five years old, and as ragged and as dirty as a little tramp.

One morning I arose a little earlier than usual and came out of the house just as he was going by. He had on the same clothes that I had seen from my window day after day—a little blue striped jacket with torn sleeves, showing soiled underclothing, and a pair of little straight pants of no particular color. It was a cold morning and he had no coat, but he did not seem to mind. He swung along at exactly the same gait as he has walked on every other morning for more than a year, his little hands stuck into his pockets, his head up, his chest thrown out, and his mouth open, for he was singing. No matter whether the words were right or not, he had the tune.

"Good morning," I called to him. He stopped singing, but kept walking.

"Hello," he said. I caught up with him and began walking beside him.

"You're a great little singer," I told him, "Do you know what you remind me of?"

"What?"

"A man once wrote a poem about a robin singing in the rain, and how beautiful his song was. I think that you're my little robin."

"Was the robin singing in the rain?"

"Yes."

"Was he up in a tree?"

"Yes."

"Wasn't he going after something to eat for breakfast?"

"No."

"Lazy thing!" he said scornfully, "Why didn't he go hunting for something to eat?"

"I suppose the man threw him some crumbs and he didn't have 'em."

"Huh! Well, he was a robin. I'm a man and I work for my living."

"You do," I assured him as he entered the store, "and you sing while you work."

Some folks can sing and some can work, but blessed is he who feels like singing while he is at work, for he it is who loves his job.

Yours sincerely,

Margaret Talbot Stevens



# The New Modes Feature the Charm of Simplicity

By Maude Hall

HAVING definitely decided upon the downward trend for waists and skirts as the new note to be emphasized this season, Fashion will continue to preach the vogue of the straight line dress and to laud the charm of simplicity.

Particularly becoming to the slender and youthful-appearing, is a dress of organdy embroidered all over with a scattered floral pattern. The long-waisted blouse closes at the left side, narrow plaits being taken into the underarm seams at the front. Draped over the straight, gathered skirt are panels of self-material which dip in points below the hem and have the edges finished with picot points in Irish crochet. Two-color satin ribbon forms the very narrow girdle, or belt, as you will. This is finished with a quaint little rosette and repeats the leading colors in the organdy. Finishing the elbow sleeves are cuffs of fine white batiste, while the neck is edged with a plaited ruffle of very dainty French net.

Quite unusual is a frock of unbleached linen, embroidered in the bold colors which characterize peasant embroidery. The trimming forms a border about the lower edge of the skirt and on the sleeves, which show their greatest fulness below the elbows. A round collar of self-material, edged with a very fine accordion plaited frill, finishes the neck.

According to the highest authorities, black has been abandoned for evening wear and its supremacy is seriously threatened for daytime use. Brown, which is shown in so many delightful shades, is black's most dangerous rival. It is lovely not only in the cottons, but

in woolens, such as the flannels de luxe, piquettes, twillcords, cashmeres and a new plain fabric called haska natte, because the cashmere wool is woven in a square weave, as are all the natte materials.

The plaids and checks are favored for frocks of the jumper variety. Practical and smart is a design in brown and tan check, trimmed with tan flannel. The dress is cut in a pronounced V back and front, the armholes being as large as the neck is deep and rather inclined toward the same shape as the neck. There are shirrings at the sides, held in place by the aid of elastic bands inserted on the reverse side of the dress. Tan flannel forms the blouse and band at the lower edge of the skirt

The cape fills such an important place in the season's wardrobe, that more time than ever is spent upon its design. For very late Spring and early Summer there is a new model, fashioned of soft silk crepe or crepe satin. It has a round yoke, to which the cape proper is gathered. Deep tucks trim the cape, starting at the yoke and continuing to the lower edge. They extend only around the sides, leaving the back always in panel effect and the front forming a panel when the cape is closed.

## Sizes of Patterns

DRESS No. 1030. Sizes 34 to 48 inches bust.

DRESS No. 9997. Sizes 34 to 46 inches bust and 16 to 20 years.

DRESS No. 9995. Sizes 34 to 44 inches bust.



GIRLS' DRESS No. 1039. Sizes 6, 8, 10, 12, 13, 14, 15, 16, and 17 years.

DRESS No. 1017. Sizes 34 to 48 inches bust.

DRESS No. 1013. Sizes 34 to 46 inches bust and 16 to 20 years.

## Introducing New Children's Modes

SIMPLICITY and careful attention to lines are emphasized in the new styles for children. Take, for example, the little model to the left, carried out in figured pique. It is ornamented only with collar and cuffs of white organdy, yet is exceedingly pretty. Medium size requires  $2\frac{1}{4}$  yards 36-inch figured, and  $\frac{1}{4}$  yard plain material.

A chintz print with rust as the predominating color, is used for the second dress, which features a suspender arrangement. The blouse is of light tan batiste, while the tie is of two-tone satin ribbon, combining rust and navy blue. Medium size requires  $1\frac{3}{4}$  yard 36-inch material for the skirt and  $1\frac{3}{4}$  yard 36-inch batiste for the blouse.

FIRST MODEL: Pictorial Review GIRLS' DRESS No. 9908. Sizes, 2 to 6 years' Price, 30 cents.

SECOND MODEL: GIRLS' SKIRT No. 9909. Sizes, 6 to 18 years. Price, 20 cents.

BLOUSE No. 9930. Sizes, 6 to 18 years. Price, 20 cents.



1030 Dress  
35c

9997 Dress  
35c

9995 Dress  
35c

1039 Girls' Dress  
30c

1017 Dress  
35c

1013 Dress  
35c

## WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md."

Try our pattern service—five days from day you mail order to day you get pattern.

Name .....

Street .....

City ..... State .....

Size .....

Send pattern number .....

## Lesson in Home Dressmaking

### Slip-On Blouse with Long-Waisted, Removable Blouse Suitable for Two Materials



#### Youthful Frocks Echo Grown-Up Styles

**W**EARING a dress that makes her consider herself first in importance, the little miss gives preference to straight lines and kimono sleeves. Plain and plaid gingham are used for its development, the quantity of material required being equally divided,  $1\frac{1}{4}$  yard of each, 36 inches wide, for medium size.

The straight-line frock of brown gingham which takes second place, is developed in copper color gingham trimmed with self-material in blue and copper plaid. A narrow belt, twice wound round the finger only emphasizes the length of the waist. The sleeves are gathered into narrow bands of the plain gingham. Medium size requires 4 yards 36-inch plain and 1 yard 36-inch plaid gingham.

FIRST MODEL: Pictorial Review DRESS No. 9902. Sizes, 4 to 10 years. Price, 30 cents.

SECOND MODEL: DRESS No. 9926. Sizes, 34 to 48 inches bust. Price, 35 cents.

#### Fruit Punch

(This recipe makes about three quarts.)

1 quart tea, prepared as for iced tea.

1 pineapple, shredded, or 1 large can preserved pineapple, shredded.

3 lemons (pulp and juice).

6 oranges (pulp and juice).

$3\frac{1}{2}$  cups sugar.

1 pint grape juice.

1 pint water.

1 small bottle maraschino cherries.

If preserved pineapple is used, add the juice also, for less sugar will then be required. If the lemons are boiled for a few minutes they become very soft and a greater amount of juice can be obtained from them; do not use the skins of the lemons. Cut the cherries in halves and add these last, also with their juice. Water can be used instead of the tea, but tea makes a fine basis for any kind of fruit punch. The grape juice may be omitted and water used instead, if preferred. Chill and serve in sherbet cups.

**T**WO-FABRIC blouses are as much in fashionable demand as two-fabric dresses. A pleasing model is this, which introduces an overblouse with deeply cut neck and large armholes. The blouse is gathered in front and back to a round collar, while the sleeves are slashed and gathered into narrow bands at the wrists. In medium size the model requires  $1\frac{1}{2}$  yard 36-inch material for the blouse and  $\frac{3}{4}$  yard 36-inch wide for the jumper.

The front and back of the jumper are cut on an open width of material, as shown in the cutting guide. The blouse, however, is cut from the folded goods, the front and back being laid with triple "TTT" perforations on the lengthwise fold. Sleeve and cuff have the large "O" perforations resting on a lengthwise thread.

To make the blouse, slash through the fold at center-front of front section, from upper edge as far down as the large "O" perforation and finish slashed edging for closing. Close underarm and shoulder seams, then hem the lower edge of the blouse, inserting a tape or elastic to regulate the fullness. For the round neck, adjust tape or a strip of material the length of the stays underneath the gathers at upper edge in front and back, and draw gathers in to fit the stays.

Slash sleeve up from lower edge along line of three single small "o" perforations and finish slashed edges. Close seam as notched. Gather sleeve at lower edge between "T" perforations and sew cuff to gathered edge. Lap end of cuff matching small "o" perforations and finish for closing. Sew sleeve in armhole as notched, with small "o" perforation at shoulder seam. Bring seam of sleeve to underarm seam, easing in any fullness between the

notches. Hold sleeve toward you when basting it in the armhole.

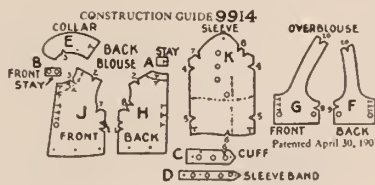
Then take the overblouse and close underarm and shoulder seams as notched. Leave left underarm edges free and finish for closing. The neck and armholes may be finished with braid or blanket stitch embroidery.

SLIP-ON BLOUSE No. 9914. Sizes, 34 to 40 inches bust. Price, 35 cents.

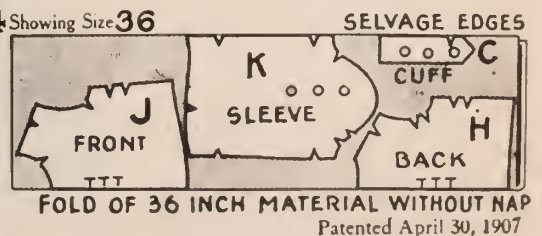
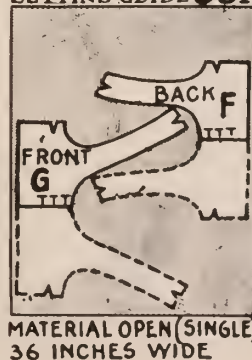
It was little Billie's first Christmas tree. How beautiful it was! And Santa Claus had trimmed it, too. Trimming it meant hanging lots of lovely balls and tinsel on it. It must be wonderful to trim a tree. "Billie" was thinking all about this when "Daddy" came in.

"I shall take little "Billie" over to the barber's to get his hair trimmed," said "Daddy" to mother.

"Oh, no, please don't!" begged "Billie" "it's all right to hang tinsel on Christmas trees, but 'ceel I don't want any on my head!"



#### CUTTING GUIDE 9914 Showing Size 36







## Here's Where You Get the Famous Deer Park Water

By Lena Reis, 14 years old, Daughter of Operator, Deer Park, Md.

Second Prize, Class A.

Deer Park, the town where I was born and raised, is a town of about three hundred and fifty inhabitants. It is situated on a tableland among the glades of Garrett County, Maryland, and lies about 2,448 feet above sea level. It is about six miles east of Oakland, the county seat of Garrett County, and is one mile square in size.

Deer Park was built up on the site of the former Penny Estate, known as "Peace and Plenty" tract, in the year 1865, by Col. T. B. Davis and a Mr. Emil F. Droge. Mr. Droge operated a large lumber mill at this time and owned a private herd of deer; hence the name of the town. Deer Park was incorporated in the year 1883.

Friendly Hall, which is used by residents for social gatherings of all kinds, is a gift of Mr. and Mrs. J. W. Williams. We also have another very large hall which is hired out for dancing, basketball and roller skating. There is also a stage for amateur theatricals and entertainments by schools and Sunday schools. This is known as Savedge's Hall.

The three general merchandise stores, where we can buy most anything that is wanted, are used by citizens and farmers in our neighborhood. There are two general blacksmith shops. There are Methodist, Lutheran, and Union churches, and a Roman Catholic chapel, which is located among the Deer Park Hotel cottages. Two pool parlors, a barber shop, drug store, and one resident physician are all located here. The physician is Dr. Sollars.

We have a number of boarding houses where people of small means may stop for a meal or spend a short time during the Summer. There is a post office, under the management of Postmaster L. D. Thrasher. There are two rural carriers. At present, Mr. Albert Thrasher is mayor of our town.

Here are the well known Deer Park Hotels, three very large buildings and ten cottages attached, also the following private cottages: Josias Pennington, Lord Cottage (which was built and occupied by former President C. K. Lord, of the Baltimore and Ohio), Col. Hyle Cottage, and the beautiful home of Col. John T. McGraw.

Mr. T. Harrison Garrett also built a fine cottage here. Mr. John W. Garrett, who built a fine cottage beside the Deer Park Hotel, had an artesian well drilled close to the Baltimore and Ohio tracks. This well is 2400 feet deep; it was drilled in 1873, but the flow of water has never ceased.

An 18 hole golf course is located on the Hotel grounds. Here a number of golf tournaments are held every season. There is also a large tennis court where a number of contests are held yearly. Lovely drives may be found in these grounds and in the vicinity of Deer Park.

The beautiful grounds and residence of A. T. Watson, purchasing agent for the Consolidation Coal Company, adjoin our town. These grounds, the cottages, and hotel buildings are all lit by their own private electric lighting plants.

Grover Cleveland and his bride, who was Miss Folsom, spent their honeymoon in Cottage No. 1. Any number of wealthy and prominent people throughout the world spend their summer vacations here.

The famous Boiling Spring, which is located two and a half miles from our town, supplies all of our Baltimore and Ohio dining cars with water, as well as the hotel at Deer Park.

The first cottage that was built at Deer Park is known as "Fair View Cottage."



The Man in the Moon

My reasons for liking my town are its healthful climate and its clean and sanitary conditions.

We have here a schoolhouse, where grades up to and including the seventh are taught. Miss Mary Pickrell is principal, and Miss Mary Holtschneider, assistant. For our higher education we go to Oakland, Maryland.

## The Man in the Moon

By Lena Hoppe, 10 years old,  
Baltimore, Md.

Dear Aunt Mary:

I read about the story that Mary Clarke wrote, so I thought it would be nice to write one myself. My teacher told us this story about the man in the moon, so I thought I'd like to tell it to you.

Sincerely yours,

(Signed) Lena Hoppe

One Sunday morning a wood cutter was in the woods gathering wood. After he had gathered a few sticks he started for home.

He had walked but a little way when he met a man going to church. "Do you not know that this is Sunday," the man asked, "Why do you gather sticks on Sunday? Put them down!"

"I cannot," replied the wood cutter, "because my wife needs them with which to cook dinner. I dare not go home without them."

"Then," said the stranger, "you shall rise to the moon, where there is Monday, or Moon's Day. And you shall be a warning to others who work on Sunday."

The stranger vanished, and the wood cutter felt himself rising. After a time he arose to the moon.

Now, on a clear night, when the stars are shining, you may see the man in the moon, bending under his bundle of sticks.

## At Last the Secret's Out

**G**IRLS and boys, here's a deep, dark secret that your poor old Aunt Mary thought that nobody knew about, when along comes Pearly Reimsnyder who "lets the cat out of the bag." Pearly



Lena Hoppe

## The Sun and the Rain

By Edna Akes, daughter of Foreman Kirby Akes, Xenia, Ill.

The sun came out on a rainy day  
And found the raindrops all at play,  
He drove the raindrops all away,  
And set the sunbeams all at play.

The sunbeams played and played so much  
Old Father Cloud declare I that such  
Nonsense he'd not have. He covered the  
sun,  
And they all stopped playing, every one.

And again the raindrops had their way—  
They all came down and went to play,  
But after the raindrops had gone that day,  
The sunbeams once more had their way.



Drawn by  
Mildred Haddon  
3 years old  
Dover Ohio.

Drawn by  
Rosalie Swiak  
10 years old.  
Connellsville Pa.

Drawn by  
Freda Brown  
Michaels  
Somerset Pa.

## Springtime

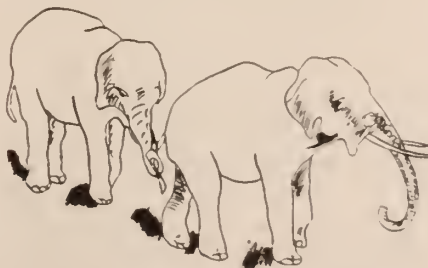
By Amy E. Gatchell, White Marsh, Md.

Springtime!  
Beautiful Spring!  
When all the world is full of sun,  
When flower buds come undone!

We may not wish to bear  
The thought that the dear  
Sledding is gone,  
But oh, how sweet  
Is the bird's sweet song!

Some bright day  
When the world is gay,  
We'll have a feast, and oh, what fun  
Out in the open fields of sun!

With all these lovely thoughts of Spring,  
Glad Summer bells at our doors will ring,  
And though the sports of wintry days  
Are o'er, we welcome Summer's ways.



Drawn by Ella L., daughter of Freight Checker Beckman, Baltimore, Md.

## Dear Girls and Boys:

What a fine time we had with our contest! Now let's get busy and think of some other things you'd like to see on our Children's Page. For the benefit of the little folks who have never written to me, I would say that all you need to do to join our circle of little people, is to send a contribution for our page: poems—they must be your own, compositions, original stories, pictures of your pets, your own photographs, drawings, letters telling me how to make or to do some of the things that children like to do, games to play, etc.

That reminds me of something. Suppose you all write and tell me what kinds of games you like to play and how you play them. Then, as soon as I have enough to fill a page, we'll have a whole page of new games. Did you ever think that little people in different parts of the country play different kinds of games? Well, they do, and it everybody will tell how to play the game that he or she likes best, what a lot of new games we'll all have.

Write only on one side of the paper. If you have or can get some pictures showing little people playing these games, it will be great fun. Don't you think so?

Yours lovingly,

Aunt Mary

entered the Our Town Contest, and along with the entry she sent the following letter. Write and tell Aunt Mary how to punish Pearly for telling her secret.

DORSEY, MD., February 9, 1922.

Dear Girls and Boys:

Here is a true story about Dorsey that I am going to tell you. My mother told it to me.

One day there came to the school at Dorsey a young lady teacher. The boys and girls did not think that they would like her at all, for she pulled the boys' hair when they were naughty, washed their mouths out with soap when they said bad words, and used a ruler on everybody who needed it.

But by and by, she began to teach the children new games to play, new pieces to sing, and little plays. And so they began to love her. And though that was so many years ago, she still comes back sometimes to Dorsey School to see her old pupils and to get acquainted with the new ones.

Now, if you'll promise that you won't tell anyone, I'll tell you who she is. She is now an aunt of lots and lots of girls and boys, and her name is AUNT MARY.

Yours lovingly,

Pearl Marion Reimnsnider



Drawn by Anna Louise Hay, Baltimore, Md.



## Little Letters from Little People

YOU have seen the pictures of a number of our little people who entered the contest. Lots of them were brand-new contributors to the Children's Page. A number of others have written since then. One of them is little Ellen Scanlon, who is the daughter of a fire chief of the Baltimore and Ohio at Mahoningtown, Pa.

Lillian R. Reay, the daughter of Harry Reay, who has charge of the MAGAZINE, sent in a nice little story about her trip to St. Louis. This we hope to publish on the Children's Page before long.

You all remember Rosalie Swink, of Connellsville, Pa. Well, Rosalie has drawn us a picture of a doll. Here you see it with its cunning little eyes.

We have also a doll, drawn by Mildred Hadden.

Sylvia Fansler, a little friend of Gladys Shaw, Fairmont, W. Va., and a daughter of Adam Fansler, a Baltimore and Ohio policeman, asked Gladys if she might join our circle. Of course, she may. Send us a letter Sylvia, and tell us about the games you like to play.

Now comes Lucille Lavigne with a story about a little girl who did not mind her mother. Lucille's story will certainly find a welcome place on our page, as will the lovely little story of the old man up in the moon, which was sent us by Lena Hoppe. Lucille lives in McMechen, W. Va. Lena lives in Baltimore.

Another artist is Freda Brown Michaels, who was one of the prize winners of the contest. We were sorry not to get her own photograph to go with the others, but we do hope that she will send it to us soon. Freda has sent us a lovely Indian picture, which you will also have the pleasure of seeing.

If we can find the space on this page, we're going to let you read the Spring poem, written by Amy E. Gatchell, daughter of the agent at Cowenton, Md.

Edna Akers, little daughter of Foreman Kirby Akers, also has a poem of the sun and the rain. You may look for that, too.

Will Gladys Shaw please send Aunt Mary her address?

Congratulations to Sarah Pennington on her splendid school work.

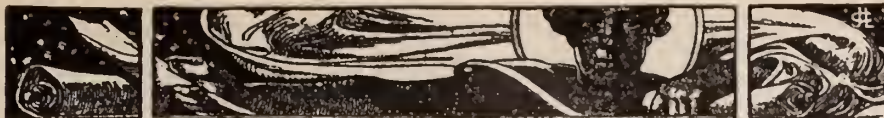
We have a drawing by Harley Kight, of Keyser, W. Va. Look for it next month.



Emmeline and Irene, twin daughters of Switchman and Mrs. Slattery, Dayton, Ohio

## Summary of Points Awarded in "Our Home Town" Contest

CONTESTANT	POINT VALUES			TOTAL VALUES
	JUDGES:			
	MRS. DICKENS.	MR. LOWES.	MR. DICKSON.	
CLASS A.				
No. 10. Dorothy V. Cannon, daughter of engineer, Lexington, Va.....	75	75	.....	150 points, first prize (tie with Mary Clarke)
No. 35. Ethel Gardiner, daughter of electrician, Baltimore, Md.....	50	.....	.....	50 points, honorable mention
No. 44. Mary E. Clarke, daughter of general superintendent of Transportation, Baltimore, Md.....	100	.....	50	150 points, first prize (tie with Dorothy Cannon)
No. 11. Lena J. Reis, daughter of operator, Deer Park, Md.....	.....	100	.....	100 points, second prize (tie with Helen Leslie)
No. 25. Lenore Taylor, daughter of operator, Aiken, Md.....	.....	50	.....	50 points, honorable mention
No. 41. Helen May Leslie, daughter of fireman, Pittsburgh, Pa.....	.....	.....	100	100 points, second prize (tie with Lena Reis)
No. 21. Freda B. Michaels, daughter of engineer, Somerset, Pa.....	.....	.....	75	75 points, third prize
CLASS B.				
No. 3. Mildred E. Dixon, daughter of master mechanic, Weston, W. Va.....	50	.....	.....	50 points, honorable mention
No. 6. Emma C. Stimson, daughter of chief engineer Maintenance, Baltimore, Md.....	75	.....	.....	75 points, third prize (tie with Viola Saltz)
No. 31. Gertrude Cassell, daughter machinist, Morgantown, W. Va.....	100	.....	100	200 points, first prize
No. 5. Viola Anna Saltz, daughter of laborer, Chillicothe, Ohio.....	.....	75	.....	75 points, third prize (tie with Emma Stimson)
No. 8. Pearl Reimsnider, daughter of pile driver engineer, Baltimore, Md.....	.....	50	.....	50 points, honorable mention
No. 14. Maizie Walker, daughter of bridge inspector, Midland City, Ohio.....	.....	100	75	175 points, second prize
No. 28. Kathryn Hadden, daughter of conductor, Dover, Ohio.....	.....	.....	50	50 points, honorable mention
CLASS C. (Boys)				
No. 13. Floyd Roy Abernathy, son of agent, Lebanon, Illinois.....	100	75	75	250 points, first prize
No. 15. James King, Jr., son of machinist, Mt. Clare Shops.....	75	50	50	175 points, second prize
No. 17. Howard W. Deering, son of warehouseman, Camden Station, Baltimore, Md.....	50	.....	.....	50 points, honorable mention
No. 34. Irving Walker, son of employe, Brunswick, Md.....	.....	100	.....	100 points, third prize (tie with William Keifer)
No. 43. William Keifer, son of machinist, Mt. Clare, Baltimore, Md.....	.....	.....	100	100 points, third prize (tie with Irving Walker)



# Safety Roll of Honor

## Baltimore Division

On February 20, Brakeman S. L. Lambert, with extra east engine 4447, while looking over train when rounding curve at Bay View, discovered a broken truck on Baltimore and Ohio 128927. He immediately applied the air from the caboose and stopped the train. Car with broken truck was set off. Brakeman Lambert has been commended for his close observation of equipment and good judgment displayed.

Brakeman H. W. Kennedy, while standing at telephone booth at east end of Clayton siding about 9.40 p. m., February 24, as extra east, engine 4042, passed, noticed brake rigging down on Baltimore and Ohio Car 149258, about middle of the train. He gave a shut-off signal to the conductor who was on the caboose. The train was stopped just east of Van Bibber, where the brake rigging was removed with slight delay. A commendatory notation has been placed on the record of Brakeman Kennedy.

On February 27, about 9.10 a. m., Brakeman O. M. Howe, with No. 52 on the Valley, while passing through the ladies' car, felt a jar as if passing over a broken rail. This occurred about three-quarters of a mile east of Summit Point Station. Brakeman Howe informed the track supervisor, who was on the train, and who went back and found a broken rail. Mr. Howe has been commended.

About 6.30 a. m., on March 2, when Trackman H. A. Budnick was cleaning snow and ice away from the westbound pull-out switch at Joppa Md., he noticed a broken truck under Baltimore and Ohio 223103 in train of extra east, engine 4514, which was passing. He called the operator at "CN" Tower (Clayton) and notified him to stop the train. This was done and the car set out of train.

On March 11, while Engineer H. C. Quarles was looking around engine 4209, extra east, which was on siding at Bay View for a fill-out, he noticed 14 inches of tread of right second tender wheel broken off and missing. Had this condition gone unnoticed, there is little doubt but that a derailment would have resulted.

On March 21, Crossing Watchman E. Zipprian, Cowenton, noticed broken arch bar on truck under car Baltimore and Ohio 224471, hopper, 19th car in train of extra east, engine 4446. The crew was notified and the conductor brought the train to a stop by applying air from the rear. Investigation developed that the truck was down on the rail but was not derailed.

About 3.30 a. m., on April 2, while extra west, engine 4441, was passing Gaither Tower, Operator H. D. Spurrier observed something dragging under car in train. Train was stopped at Woodbine for examination which developed brake rigging was down under first truck of Baltimore and Ohio 12938.

Previous to this, on March 26, at 3.55 a. m., Operator Spurrier, in handing up orders to first 94, which was using No. 1 Track, discovered marks in the center of No. 2 Track, indicating that something had been dragging. He followed these

marks up and found an ashpan slide with two heavy bars of iron attached, wedged in between the rails at switch. After some difficulty Operator Spurrier succeeded in removing the obstruction from the track.

Operator Spurrier has been unusually active in the discovery of track and equipment conditions.

"It has been brought to my attention that while you were inspecting No. 14, Monday morning, March 27, at Harrisonburg, you discovered loose wheel under Southern coach 1482, the wheel being so loose you could spin it around on the axle.

"This was certainly a dangerous defect and I want to congratulate you on your close inspection and discovery. I assure you I appreciate work of this kind and hope that you will continue to make close inspection of cars in the future and be on the lookout for such defects. Your careful lookout in this case, no doubt averted a serious accident."

The above letter was originated by J. J. Robinson, master mechanic, Southern Railroad, Washington Division, with headquarters at Alexandria, Va. It was to C. L. Yeakle, car inspector, Harrisonburg, Va., who is carried on Baltimore and Ohio pay rolls, but performs joint inspection for the Baltimore and Ohio and Southern Railway at that point.

## To Superintendents

From the number of honorable mention items that often reach us in one month from a single division, we are confident that there are many merit performances by our employes which are not reported to the Magazine and which, therefore, are not published in this department. We would like to recognize here as many men as we possibly can for their special regard for Safety, and will appreciate the cooperation of superintendents and other division officers in seeing that the Magazine correspondents get complete monthly reports of these commendable performances.

Statement of observances and corrections by operators, Cumberland Division, March, 1922:

Date	Train	Engine	Operator	Location	Broken Rail	Hot Car Box	Drop Bottoms Down	Wheels Sliding	Total
3			J. L. Schroeder	Martinsburg	1				
10		5214	V. D. Twigg	Sir John's Run		x			
18	Ex. E	4422	J. L. Schroeder	Martinsburg			1		
18		4422	J. L. Schroeder	Martinsburg		1			
20	Ex. E	4415	J. L. Schroeder	Martinsburg		1			
23	29	5068	C. E. Ott	Rodemer	1				
24	Ex. W	4430	J. T. Manuel	Hobbs				1	
Totals					2	2	1	1	6

x Indicates car set off.

## Cumberland Division

As second 97 was passing Newburg on the morning of April 8, Crew Dispatcher F. M. Gibson observed brake rigging down on Baltimore and Ohio 14054. He notified the operator at Hardman, where train was stopped and rigging removed. The prompt action on part of Mr. Gibson kept the dragging parts from getting into the interlocking switches at Hardman.

CUMBERLAND, MD.,  
March 31, 1922.

MR. FRANK SEEDERS,  
Track Walker,  
Green Spring, W. Va.

Dear Sir—It has just come to my knowledge that on March 22, you noticed train No. 8 stop at automatic signal west of Dans Run Station at about 6.00 a. m. You being familiar with these signals, proceeded to locate trouble and found broken rail on No. 4 track, made temporary repairs and notified foreman, thus preventing serious delay to train at a time when you were not on duty.

Your prompt action in this case is appreciated by myself as well as the Management.

Yours truly,  
(Signed) C. W. VAN HORN,  
Superintendent.

## Connellsville Division

On March 8, when train of extra east, engine 7146, Conductor Swarner, was pulling into Hyndman, Connellsville Division, it was overtaken by Track Foreman L. C. Burket on a motor car. Mr. Burket informed the conductor that he had found several pieces of flange in the vicinity of Williams; and that as the pieces indicated a new break and were still warm, he felt sure the broken wheel was in Conductor Swarner's train.

The train was stopped by the conductor applying the air from caboose. Upon examination the lead wheel on north side of west truck of Baltimore and Ohio 27785 was found to have thirty-two inches of flange broken out.

This car was set off at Hyndman and a new pair of wheels applied.

Commendatory entry has been placed on Mr. Burket's service record.

## Pittsburgh Division

While Flagman J. D. Garloch was looking over his train standing on No. 2 track, "A" yard, Glenwood (which was No. 81 called for 8.40 a. m. in charge of Conductor Fisher), he discovered 10 inches of broken flange on wheel of Baltimore and Ohio 238280, a car of pipe from McKeesport destined Macon, Ga., moving via our line to



Kenova for delivery to the N. & W. Flagman Garloch called the attention of Conductor Fisher to the broken flange, who, in turn, notified the yardmaster at Glenwood. The car was taken out of the train and placed in the shop.

On April 1, train No. 78, engines 2222 and 2032, in charge of Engineer John Connelly, Fireman G. E. Church, Engineer P. J. Griffin and Fireman C. W. Gordon, was stopped at Coffey's Crossing on the W. & P. Sub-division, where they found train No. 38 had tank derailed at sink on account of track badly out of line. The engine crews of No. 78, without any solicitation or question, used the tools they had available and with the assistance of their shovels and shaker bars, assisted the track men to put track in condition to move the train over.

This excellent spirit of cooperation proves their loyalty to the Baltimore and Ohio and is appreciated by Superintendent Beltz and the Management.

#### Monongah Division

GRAFTON, W. VA.,  
April 15, 1922.

MR. FRANK ANAGAN,  
Flemington, W. Va.

Dear Sir—I have report that on March 23, you discovered wing rail on switch at Flemington sprung open and being held in this position by a large nut; and that you immediately notified our section forces, who made repairs and restored safe condition. Your prompt action probably averted an accident, and I desire to extend to you our most sincere appreciation.

Yours truly,

(Signed) B. Z. HOLVERSTOTT

Superintendent

#### Charleston Division

Section Foreman T. H. Posey, Orlando; W. G. Smith, Copen; W. L. Quickle, Gassaway; O. P. McCord, Orlando; O. G. Mills, Cowen; J. E. Riffle, Crawford; A. L. Wilfong, Buckhannon; S. L. Queen, Horner; J. F. Woodell, Gillespie; E. L. Tyo, Frametown; S. M. Cochran, Flatwoods; Burley King, Otter; and W. L. Findley, Coger—have all been commended for their efforts in connection with GOOD HOUSEKEEPING, sending in old material found on line, etc., and thereby helping economize.

Conductor H. E. Bragg, Conductor Brake of the Elk Line, and Conductor B. E. Jeffries of the Gauley Line have been commended for interest in getting their trains safely over the road.

Frank Holt, agent at Strange Creek, has been commended for assistance rendered train crews.

Walter Sharp, son of our pumper at Otter, has been thanked by our superintendent for having observed brake rigging down on a passing freight, and calling train crew's attention to it.

Agent J. W. Sutherland, Midvale, has been commended for interest in conserving the lawful revenue of the Company.

Operator M. F. Hutson has been commended for noting and calling train crew's attention to brake rigging down on a freight train passing his station, Bower, W. Va.

#### Newark Division

On April 12, John Early, proprietor of a confectionery and lunch room located at the intersection of the Ohio Service street car line and the Baltimore and Ohio Railroad, East Cambridge, Ohio, discovered that a portion of a brake rigging had come loose from some freight train (presumably

No. 89 which had just passed, and had been driven into the ground between the ties of the main track with such force that it could not be removed by hand. Mr. Early realized that it would derail a westbound train if it was not removed, and, knowing that passenger train 33 was about due, called the operator at Mineral Siding, who reported that No. 33 was by his office. Mr. Early flagged No. 33 and the obstruction was removed by using a cable fastened to the engine. Train No. 33 was delayed less than ten minutes. Mr. Early's interest in public welfare and his prompt action in this emergency have been brought to the attention of Division Superintendent Kruse who has, by letter, commended and thanked him for his thoughtfulness, the omission of which might have resulted in a serious accident.

#### Akron Division

On March 21, while No. 14, engine 5016 was being inspected by Fireman J. O. Hardwick at Willard, Ohio, he discovered that one of the engine truck wheels was loose on the axle. The engine was immediately cut off the train and taken to the shops for repairs. Mr. Hardwick's close observance in this instance averted a serious accident. Superintendent Stevens has recognized his prompt action in the safe movement of trains by writing him a letter of appreciation.

Brakeman William Avery, on second 94, engine 4093, while at Ohio Junction on April 11, discovered car off center. He had car set off without being damaged. Brakeman Avery is commended for his close inspection of this car. His prompt action in this case no doubt averted a bad accident. Superintendent Stevens has written him a letter of appreciation.

On April 13 at 5.40 a. m., Section Foreman J. F. Keller, Section No. 24-A, noticed automatic signal standing red against traffic. He at once went to locate trouble and found a broken rail on No. 4 track, a quarter mile east of signal. He made temporary repairs until men could be secured to replace rail. This saved a delay to traffic and no doubt considerable damage to equipment. Foreman Keller is always on the job, whether during working hours or not.

#### Chicago Division

Crossing Watchman Stephen Kvaschitz, Columbus Avenue, Fostoria, has been commended for meritorious service. On the morning of April 3, a lady with two small children was crossing the tracks on Columbus Avenue. In some manner the lady's foot caught between the rail and crossing plank and was thrown violently to the walk. A train was rapidly approaching. Mr. Kvaschitz quickly ran to her assistance and succeeded in extricating her foot and placing her and the children in a safe position, just as the train passed.

But for the activity of this watchman, no doubt the lady (Miss Alvena Sorg) would have met with serious injury.

On April 17, H. Leighty, St. Joe, Ind., formerly Chicago brakeman, found broken rail near St. Joe bridge. He called the sectionmen to repair it and reported the condition to operator at HK Tower by telephone. The operator notified the train dispatcher.

#### Ohio Division

On March 17, E. C. Harper, agent—operator, Martinsville, discovered loose wheel and bent axle on fourth car from caboose of first No. 94. Train was stopped at New Vienna and car set out. Undoubtedly Mr.

Harper's close observance was the cause of averting an accident.

On March 14, C. A. Buckley, track foreman, Mineral, Ohio, noticed some gravel flying when No. 30 passed just east of Hope. He immediately called operator at Zaleski and it was arranged for train to be stopped at Mineral and inspected, where brakebeam was found down. The close attention of Track Foreman Buckley and his prompt action probably averted an accident.

#### St. Louis Division

On March 22, W. O. Guthrie, agent, Rivervale, Ind., while walking from his home at Tunnelton to Rivervale, found a badly broken rail at pole 119-20. He immediately reported it to dispatcher and section foreman.

Superintendent Stevens has commended him in a letter.

#### Toledo Division

Trackman Albert Tanner has received a commendatory letter from Division Engineer R. E. Chamberlain, for close observance and wise measures taken to avert an accident on March 24. Mr. Tanner discovered a broken arch bar on car N. & W. 45687. Through his efforts the conductor was notified and the car set off for repairs.

#### "It Is Better—"

Some poet, or probably poetess, sighing over "what might have been," is quoted to the effect that it is "better to have loved and lost than not to have loved at all." This "spinstorian" theory is of course debatable. Here is one that is not:—It is better to have struggled and lost, to have tried and failed, than never to have tried at all. To endeavor earnestly to attain or achieve, but fail, is not disgraceful. A man may lose his shirt in a fair scrap, but if he save his pants and his self respect he is a man for all that.

John Newman, New York



Joseph M. Knopp, pensioner, spent the winter at Sarasota, Florida





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Buildings

#### Law Department

Correspondent, GEORGE W. HAULENBEEK

It is surprising to find the number of people of intelligence in our service who persist in addressing correspondence for General Solicitor Morison R. Waite, Baltimore and Ohio S. W. Railroad Company, to Baltimore, Maryland. Mr. Waite is not in Baltimore and never has been. His office is in the Carew Building, Cincinnati, Ohio.

It is also surprising to know the number of persons in New York (New York, mind you) who think that the headquarters of the Baltimore and Ohio Railroad are located in the little town of Baltimore, Ohio. We get a ton of mail nearly every day that the postmaster of Baltimore, Ohio, finds it necessary to ship back to Baltimore, Maryland. Where is the schoolmaster, that there should be so much ignorance? No wonder Mr. Edison prepared the famous questionnaire that so many people were unable to solve.

On page 17 of Form 6, Official List No. 22, under the head of Freight Traffic Department, there are 121 names, and on the following page under the head of Passenger Traffic Department, I find 76 names. It takes some time to pore over these names to find the person one is in search of. Why not have these lists prepared alphabetically? I am confident this will not be done, though my observation in a previous letter asking abstention from lighting cigarettes in crowded elevators, has been generally observed and I thank the young gentlemen who have thus abstained.

#### Something Practical

Now I wish to see if I cannot do something practical. I observe in papers passing through the office, where a bill is appended, that the right end of the form No. 244-T, special, containing the totals, always laps over and in a little while appears frayed and torn, leaving the figures quite illegible, while the other end of the form or bill, with a perfectly blank edge, is safe and secure from rough usage. Why not place the bill in the papers so that the right end containing the figures will receive no harm, letting the other end stick out, if necessary. Now, there!

While Magazine correspondents and Veterans are doing all they can to get business, passenger and freight, I have in mind a young gentleman, Mr. Oberender, in the

Philadelphia and Reading Passenger service, who gets all the business he can for our Company as well as his own. He frequently is instrumental in getting passengers coming into Philadelphia to change at Wayne Junction and take our trains for Washington and the west. I think this is worthy of note.

*"It matters not how long we live, but how."*

"He who loves a book will never want a faithful friend, a wholesome counsellor, a cheerful companion, an effectual comforter—as by reading, writing and thinking, one may innocently divert and pleasantly entertain himself in all weather, so in all fortunes."—*Barrow.*

It might be observed that this Law Department contribution is devoid of real Law Department topics. Well, the whole force is busily engaged all the time. There are no sinecures here. It is an office where one helps another. I have often experienced tangible evidence of this when hurrying to catch my favorite train No. 524 on Saturday to spend the week end with my sweetheart, Susan Anne Trageser, now approaching her sixth anniversary. Now I feel better.

#### Engineering Department

Correspondent, O. K. EDEN

We will know summer has arrived with all its heat and glory when Herr Graefe opens his window.

E. J. Norwood joined our ranks as junior clerk on April 11. He appears to be quite an industrious young man and should make good. I heard that he is a musician of no mean ability, playing a saxophone.

We are pleased to greet Walter Polih, who has recently been appointed to take charge of the files in the drafting room. He has been identified with the Valuation Department and some of the city departments.

Not content with working merely as a draftsman, W. M. Whaley, Engineer of Bridges' Office, dabbles with radio. In fact, he does more than dabble with it. I learned the other day that he has had a set for some time, and is able to hear from as far as Cape Cod or within a radius of 600 miles. If any radio fans read this, and would like to get information, as to procuring radio sets, etc., either write or come to see Mr. Whaley. He will be glad to help anyone.

Brother Roebuck has moved to his summer home on Bear Creek. We all hope to be invited down some hot day this summer to enjoy some water frolics.

"Empty" will become quite an actor if he keeps at it. When the Young People's Union of Immaculate Baptist Church gave a show on April 7, entitled "The Family Album," they called on him. From accounts received he made various poses worthy to be put in any family album.

"Velvet Joe" worked one Saturday afternoon recently, and we feel sure that it was done so that he could use the same excuse on the wife on succeeding Saturdays to visit certain country fairs which might be held during the summer at nearby villages.

The Engineering Department is contemplating having a tennis team. A call for candidates resulted in sixteen men applying; Messrs. G. E. Norris, C. G. Schanze, J. R. E. Hiltz, G. H. Dayett, C. E. Sloan, C. C. Kidd, C. W. Gabrio, J. V. Bromwell, J. R. Farrar, W. W. Johnson, W. W. Warren, J. W. Linnbaum, J. C. Hessenauer, H. T. Roebuck, H. F. Buffington and O. K. Eden. A committee of three, J. V. Bromwell, O. K. Eden and H. T. Roebuck, were appointed to take charge of affairs. After a round robin has been played, a team will be picked and matches will be scheduled with other departments and with outside teams.

We wonder why Miss George spends so much time taking photographs around the Homewood buildings of Johns Hopkins University?

One of the attractive ladies in our department was successful in a rummage sale in which she participated not so long ago. Her particular line was selling hats to dark-skinned beauties. From reports, if there had been more hats for sale, there would have been a greater income.

EXTRA! Harris Sparks got his new teeth—some more good "bridge" work!

Who left those violets on Miss Burnett's desk the Saturday before Easter?

Wife—George, is that you?

George—Why, certainly! Who else were you suspecting at this time night?

—*London Mail.*

#### Office of District Engineer, Pittsburgh, Pa.

Correspondent, J. M. WHEAL, Accountant

We were all deeply gratified to learn of the recovery of the body of M. C. Sparks, brother of the genial E. R. Sparks, chief clerk to Mr. Lane. Mr. Sparks, his mother and the family are deserving of a world of sympathy, which is hereby tendered from the Pittsburgh organization.

The Belgian Consulate is busy these days and Belgian accounts and bookkeeping, not to speak of Belgian correspondence, have made things rather interesting for some of us, to say the least. Inquirers are referred to the consulate secretary.

We are being favored by occasional visits from Mrs. Morrison, formerly Miss Pfendler, former stenographer in this department. Marcelle is looking better than ever, if such a thing is possible. Come in often, Mrs. Morrison.

We are glad to see that business has taken quite an upward trend in the Pittsburgh District, and the way in which the boys are taking hold is refreshing. We are all glad to see things opening up and we hope that the present rush is merely an eyeopener.

"Jim" Connelly has been rather sick for the past few days and has been compelled to remain at home. We hope that the trouble



is only temporary and that our janitor will be back soon.

We are sorry to announce the death of Mrs. C. H. Holtzworth, wife of our chief clerk, which occurred recently at her home in Huntington, W. Va. Mrs. Holtzworth's death was not unexpected, but it nevertheless comes as quite a shock. C. H. has the sympathy of us all.

J. M. Whealan, this Department, and J. A. Layman, Auditing Department, Baltimore, spent several days in Cumberland recently on Company business.

**Office of District Engineer, Baltimore, Md.**  
Correspondent, J. FORD COLLISON

Charles Llewellyn Righter was working on his farm recently when a little stick jumped up and broke his spectacles. Seems to me it would have been more economical to have employed a man to do the farming.

Mrs. H. C. Harrison recently applied for and received a license to drive the family "Lizzie." She's going to have a good time while the boss (?) is away.

"Dick" Mather was home for an Easter vacation, and "Oh Boy," how that kid has grown! We hardly knew him: he'll soon be able to lick his Dad.

C. P. Vogel is going to move his residence to Huntington. We all join in and sing—"We hate to lose you, we're so used to you now."

Field Engineer Joseph E. Burke has moved his office from Cumberland, Maryland, to Goff Building, Clarksburg, W. Va. Here's hoping he'll like his new quarters.

We are sorry to learn of the death of the father of H. W. Ramming, rodman with Field Engineer Burke. Mr. Ramming and his relatives have our sympathy.

**Office of General Freight Claim Agent**  
Correspondent, GEORGE DOBBIN

A. C. Keen, our ornithologist, recently expressed various opinions relative to the care of the canary bird. In the audience were Stage and Baldwin, who repeated two of the humane methods for killing a sick bird which we submit for the benefit of bird-lovers: A sick bird should have a hard boiled egg waved before him to the tune of "God Save the Irish Republic." Being of an ulster stripe, a fatal heart attack will result. Again: The telling of a "Bob Townsend joke," preferably the one about the man riding backward, would probably produce results much like those to be expected from permitting a pet bird to play with the house cat.

We wish to go on record as being strictly opposed to such cruel procedures as have come to our notice, viz: forcing a bird to listen to the music (?) of our Terrible Five; caging bird in vicinity of the Wilkens Avenue Hair Factory, or sending him to Halethorpe via the electric cars without extra supply of seed and water; allowing the fat pig to attend bird when ill, or killing aforesaid pet by suddenly applying an axe to the neck.

Sergeant Harris, the fruit distributor of the 313th, claims war is what Sherman said it was. But it has nothing on betting Mr. Brewer as to files being correctly filed. This, no doubt, is the result of a recent side bet which cost Brother Harris three dinners. The habit of betting with the files as a basis seems to be growing, as proven by the purchase of a dinner by friend Duval for the Squire of Overlea, our Mr. Travers.

Our own Hogshead Brown, having "perishables" on his mind and being some-

what 'peeved' by the lack of cheese on his portion of pie, recently suggested the following changes in the menu of a nearby lunch room: vinegar on ice cream, scales on fish, onions in coffee, and catsup on rice pudding. We trust the management of this hash-joint will endeavor to retain "Brownie" as a customer.

Mr. McShane has been scouting for a small wooden keg. Horrors, Mac! Has it come to this? (Don't forget us.)

Easter holidays, April showers, May flowers an' everything, have been "absolutely out lid" by the spring garb of some of our members of the fair sex. Go to it, girls! You are only young "onset."

The O. S. & D. Division celebrated Apple Day on March 29.

Our pencil is all sharpened and we have our paper handy in readiness for the making up of our annual list of June brides. The longer one girl waits, the more chance some other girl has. Let's go!

Our Mr. Wheeler, after a thorough probe into the mysteries of national history, expounds this conclusion: "The difference between an elephant and a microbe is merely the fact that the former carries a trunk while the latter carries the grippe."

#### Relief Department

Correspondent, H. IRVING MARTIN

Human nature is the same the whole world round. In the Philippines they eat their grandmothers and in America they kill them off on the opening day of the baseball season. "Johnny" Brooks, the Manager of the Relief Department team, hasn't given his men time to think much of their grandmas, even of their sweethearts and wives, for he has been keeping them on the jump with training for the opening game.

Some of the boys think that they'll be able to pass the scrutiny of the Diagnostic Unit and the X-ray man by the time they get through. It's all part of the game and they'll be 100 per cent. better physically when the season ends.

From what we hear of prospective attendance at the games, I believe "Prax." Boyd of the Park Board will have to put accordion pleats into old Druid Hill to accommodate the crowds.

When we read the schedule and see about the games to be played on "Back Shore" lot, it makes the veterans recall the games there and at Stowman's Park and Patterson Park. Some old-time big leaguers got their training and their first crooked-joint fingers on these grounds.

Some of the office "non-members" of the team will have to cut out movies and marketing on Saturday afternoons in order not to miss the thrills of double plays.

The opening game between the Relief Department and Car Service Department teams at Druid Hill Park, on Saturday, April 15, resulted in a victory for the car chaps by the score of 9-7. The Car Service nine put up a strong game and well earned their victory with quick, snappy fielding; and their batters had evidently learned to "hit 'em where they ain't."

The Relief Department made a creditable showing for their first game as an organized club, and the double play by which two of the car men died at first was well worth "the price of admission." Better luck, boys, when you get seasoned and better used to your positions.

The boys who have been studying their correspondence courses all winter may let up a little in the hot weather.

Those who attended the course on Railway Accounting at Johns Hopkins Univer-

sity, readily admit its value and its broadening effect.

Assistant Comptroller F. A. Deverell, who has been conducting this course, will derive a large part of his compensation from the realization that he is helping to turn out a class of men who will be better equipped to tackle the problems of real life.

#### Telegraph Department

Correspondent, MARY B. TANSILL

Superintendent of Telegraph Plumly has issued the following to members of his staff who travel. It is passed along as a suggestion of a way to secure business:

"On a recent trip from Richmond by boat, I met three gentlemen, and from their conversation learned that they were going from Baltimore to New York. I told them of the quick and excellent service of the Baltimore and Ohio Railroad, and fortunately had with me some copies of our small condensed schedules which I handed them. They used our line to New York, and remarked they would retain the schedules account of the information given, and also commented very favorably on the fact that on the back of each schedule there was a neat calendar for the current year.

Incidentally, I am attaching several copies of this schedule for your use in line with the above. In getting around over the road do not overlook any opportunities to secure business for the Baltimore and Ohio.

Several of the men in our department are fully convinced of the "reelness" of the movies. It had become very cold at a town where they were staying and they had gone into a moving picture house in the evening to pass the time away. One of the men, who had been shivering for want of the overcoat he left in Baltimore, went to sleep. A news reel was thrown on the screen, showing an ice filled, raging river. Suddenly, the man awoke and thinking himself on a train, exclaimed, "Where are we? What river is that?"

We are very glad to welcome Miss E. M. Bryan to our Department, and the best wish we can extend to her is that she will enjoy working in the Telegraph Department as much as we do!

This is the day of organization and the gangs of the Telegraph Department may well be placed with the leaders of this movement. Foreman C. I. Gay has installed a buzzer system in his camp outfit, and now, with the same facility and ease that is practiced in every well organized office, he can call any of his men from any part of the camp outfit. It is an experience to see him in his "transient office" touch a button and the man desired answer promptly. In this way he saves time—and time is money.

Along with organization comes cooperation and team work, and we have this also from Foreman Gay's camp, although in a different way. Lineman H. E. Youngblood, was recently married to Miss Ora Wright, daughter of the supervisor of the Wheeling Division. The sincere best wishes of his friends and fellow workers are extended to the new "partnership."

#### Transportation Department

Correspondent, L. K. BURNS

Baseball has been the outstanding subject of discussion for weeks. As these notes are being written, the eight Baltimore and Ohio League teams are on the eve of their opening games.

Manager Mansfield has quite an array of stars in readiness to uphold the good name of the Transportation Department. They



are: George J. Roth, William T. Laslo, R. R. Poole, James C. Smallwood, Carl Scharnagle, William J. Marley, James H. Carter, L. K. Burns, A. P. Wilson, P. S. Wood, R. L. Mansfield, Gilbert Hatton, H. Llewellyn, W. Wilkins, A. Applegate, Robert Hall, W. E. Wilkinson, George Seeds, Frank Mueller, W. Seibert, Harry Evans, A. R. Lehman, Leo Dumphy, Stanley Biscoe.

About 20 players reported for practice at Clifton Park on Saturday evening, April 8. Yes, even Messrs. Evans, Faustman and Seibert were out, but don't you think those married men can't play—you should see them!

Mr. McCracken and Mr. Dunn, Car Service Department, occasionally call and tell us they have a baseball team representing the tenth floor. They also seem glad to know that we have a good team, but somehow we can't convince them that ours is better. Guess all we can do is wait till May 20, and trim them—that is the best way we know to convince these people.

A great surprise came to us about a month ago when W. A. Kraft, supervisor of fast freight service, let us in on what some consider a secret. On Saturday evening April 22, Miss Anna Mary Beatty and he were married at Hampden Presbyterian Church. Hearty congratulations!

**Valuation Department**

Correspondent, G. B. SAUMENIG,  
Accountant

H. L. Phelps, this department, and Miss Marjorie E. Shauck of Sykesville, Md., were quietly married on March 18 at the parsonage of Sykesville M. E. Church by Rev. E. O. Pritchett. This piece of news was quite a surprise for us. After Coles, Gover, and the approaching catastrophe which will befall Taylor, we were prepared for almost any kind of a shock.

A number of our force having been furloughed, various fields of employment have been sought. Every now and then a familiar face makes its appearance as a stock broker, bond salesman or insurance collector. One of our former men, better known as "Ballast Joe," when asked how business was, said, "Well, the life insurance business is on the bum but the fire insurance is pretty good; I have sold about \$100,000.00 worth." Who was the man?

The Valuation Department, as usual, is abreast of the times and is talking Radio. The following conversation was reported to me the other day and is worth passing on to our readers:

Miss R.—Say, Mr. E., what is a radio-  
phone?

Mr. E.—(with a sixteen-inch stogie well  
fixed between his teeth). Well it is.....

Miss R.—Does it cost much? More than  
a telephone?

Mr. E.—Well, from \$35.00 to \$500.00—  
just a mere trifle.

Miss R.—That is too much.

Mr. E.—Well, after you pay for it there  
is no more charge each month as is the case  
with the telephone.

Miss R.—I hear it is like a telephone and  
thought about getting one.

Mr. E.—Well the radio-phone is only  
used for receiving messages and not for  
talking to your friends.

Miss R.—Nothing to it then. I would  
not have it unless you could talk over it.

The Summer Duck Pin League of the  
Valuation Department, composed of six  
three-men teams, has started. So far  
Stevens is high man for one game, having  
spilled 127 pins. Smythe holds high honor  
for three games—317 pins.

The uncertainty of life was never more  
vividly portrayed than in the death of the  
wife of W. T. Baggs, formerly with the  
Valuation Department, during April. To  
those who knew Mrs. Baggs personally, it  
means the loss of a true friend. All of us  
extend our heartfelt sympathy to Mr.  
Baggs in his loss.

Miss Coplan is lucky, especially on North  
Avenue. A five dollar bill unprotected on  
the street until she chaperoned it home! Ask  
Pugh and Nugent where they were.

The Limerickitis is in the office and we  
beg to submit the following for the readers  
of the MAGAZINE:

Out in old Vincennes, Indiana,  
"Bobbie" Slocumb could wear a bandana,  
But in Baltimore City,  
We think it's a pity,  
He puffs on his five cent Havana.

Our furniture man, Callahan,  
Gets his units as well as he can,  
He works up his price,  
Adds 10 per cent. twice.  
And that, in brief, is his plan.

We must not forget old Gus Spath,  
Whose feet are size ten and one-half.  
So enormous are they,  
He blocks the highway,  
While the traffic cops look down and laugh.

"Oo, lah, lah," remarks B. Evander,  
"I don't know a goose from a gander.  
But take it from me,  
When a chicken I see,  
Rest assured that I quite understand-her.

We have a lounge lizard named Dell,  
Young ladies all know him quite well,  
He wears buds of roses,  
And assumes languid poses,  
Though his purpose we can never tell.

Our lumber expert we call "Pete,"  
His statistics are quite hard to beat,  
He knows thousand board measure  
Like a miser knows treasure,  
Now, tell me, is not that a feat?.

We have an affliction named Doyle,  
Whose wife consumes pure olive oil,  
He thinks matrimony,  
Is a pathway quite stony,

\*.....  
NOTE—The author offers a prize of one  
plugged car check for the best last line for  
the last limerick.

One of our bright lights asks this question.  
"What's wrong with the composers of these  
limericks? Are they jealous of the indi-  
viduals at whom they seem to be driving?"

A poor fish named Doyle sure raised howls  
and kicks

By writing about us some sad limericks,  
Now we wouldn't be peeved nor would we  
raise Cain,

If they had been written by one who's more  
sane.

So all of those present, no matter what age  
Let's vote to put Doyle in a monkey house  
cage,

And when he gets ready to howl and kicks,  
We'll feed him some peanuts and sweet  
limericks.

On April 21, another move in the office  
was caused by the arrival of a new family in  
the office. The streets in the Valuation City  
are so close together that it was necessary  
for our construction forces, assisted by  
several from force from the Superintendent  
of Buildings, to make an alley for this new  
family. For those who are not acquainted  
with the office, it might be said that it has  
been called "Duncan Alley" in honor of the  
father of the family. The alley is separate  
from the other part of the city by a wall of  
lockers. The city authorities have dele-

gated Pilo Engineer Bolin as special watch-  
man over this alley and unless the dividing  
line is built to the ceiling, he will experience  
very little trouble in keeping peace without  
even going into the alley.

**Auditor Coal and Coke Receipts**

Correspondent, JOHN LIMEFERT

With only two more nights of play, the  
standing of teams in the office bowling  
league follows:

	Won	Lost	Total
Pullmen.....	45	21	652
Head Lights.....	43	26	623
Royal Blues.....	38	31	551
Bumpers.....	31	38	449
Wrecking Crew.....	20	40	420
Tail Lights.....	21	48	304

A mighty close race and the result is  
liable to be in doubt until the last game of  
the last night. May the best team win!

In the office bowling league, Head Lights  
went on a spree on the night of April 4,  
when they bumped the Royal Blues for  
three games, set up a new three game record  
of 1412 and came within one pin of tying  
the season's high single game score.

If King Solomon could have taken one  
little peep at our own W. H. Reichert,  
April 11 (Bowie bound), that gay old sport  
would have turned green with envy, for  
surely, in all his glory, Sol was never  
arrayed like William.

The secretary to the auditor is very busy  
these days looking at the furniture displays  
about town. Wonder if any significance  
can be attached to these symptoms.

Except there will be a lively tussle among  
the girls of Gassaway to see who finds favor  
in the sight of A. H. Spurrier, a recent addi-  
tion to the population of that enterprising  
town. Mr. Spurrier was employed in this  
office until recently, and we can state right  
here that the lucky girl will get a good  
young man. We also hope "Duke" likes  
his new position and wish him every success  
in his new field of endeavor.

Strange what a couple of warm days will  
do. The trees and flowers seem to grow  
while you look at them; likewise one of the  
girls leaves the office at five p. m. one day  
as a brunette, and returns the next day as  
a blonde. Then again, lots of the rings,  
wrist watches, chains, knives, etc., (Christ-  
mas gifts) are beginning to show the strain  
and many are trying to pass the buck by  
claiming this or that article to be "green  
gold."

**Office of Auditor Disbursements**

Correspondent, JOHN C. SVEK

I would like to call the attention of the  
readers of these columns to Mr. Pryor's  
word puzzles in the report of the MAGA-  
ZINE. Those solving the puzzles should  
send them in to Mr. Pryor. You will find  
the work interesting and it will be helpful  
because you run across words which may be  
used very rarely and would seem new to us.  
Another helpful feature of the puzzles is the  
definitions of the words. A few hours  
spent from time to time on this work will  
be well utilized.

The stork visited the home of Edward P.  
Reid and left a baby girl. We congratulate  
Mr. and Mrs. Reid.

The Auditor Disbursements Office base-  
ball team opened its season on April 15.  
They played the Transportation Depart-  
ment team at Westport grounds, winning  
by the score of 11 to 4. The following have  
been elected to manage the affairs of the  
team: G. H. Pryor, president; S. W. Hill,  
vice-president; H. C. Shipley, secretary and  
treasurer; J. F. Donovan, manager; and H.  
C. Shipley, assistant manager.



## Eastern Lines

Pier 22, North River, N. Y.

Correspondents, (FRANK A. J. MANTHEY  
JOHN NEWMAN

Miss Elinor McDermott, by a previous correspondent referred to as "The Belle of Staten Island" (and may it be said in parentheses that that correspondent was a connoisseur—look at her picture), has announced—no you didn't guess it—announced that she is going on a trip to Ireland, to visit the aboriginal Clan McDermott of Tralee, accompanied by only a girl friend. Spunky girls! They sail on the "Cedric," leaving here on May 20. As they have not been rocked in the cradle of the deep before, except on the park lake, they will no doubt enjoy the trip and the aboardship games, quots, spooning in the moonlight, etc., and maybe engage in that playful pastime of sea-novitiates, catering to the porpoises. This is slightly different from leeding the goldfish in the park reservoir; it is more interesting. However, Elinor, if the weather is very rough and the ship rears and plunges, as it will, all you have to do is to hold on to something, your girl-friend for instance (misery loves company—you will love one-another), and when the ship runs up-hill, *in-hale* and when she dives down into the trough, *ex-pel*, in unison. Or, if you don't enjoy that, you can call on the captain to turn back or put you off on some island. But if you get across, don't forget to kiss the Blarney stone, pet the Kilkenny cats, ring the Bells of Shandon and give our regards to Kathleen Mavourneen, Eileen Alanna and the McDermotts. Anyhow, may you have fair weather and a bully time. Bon voyage et au revoir!

Lo and behold! Here a star in process of formation! Still nebulous—only eight years old—but growing in splendor with the passing how. This little lady is Julia Gorman, daughter of T. F. Gorman, our popular agent at 26th Street freight station. She is a little wonder, both on the stage and on the screen. She has been engaged by the Famous Players and the Fox Pictures and is at present taking a part in a Fox production, soon to be released, named "Doctor Remo." Here's hoping that she may



Only eight years old and already a screen star, Julia, the daughter of T. F. Gorman, agent at 26th St., Freight Station, New York



attain first magnitude. Her talents she must have inherited from the maternal side, as Father T. F., though not a "bad actor," never shone in vaudeville except as a star-gazer. He shines where he is, in the 26th Street Freight Yard.

Miss T. Wilson has threatened ye scribe, your correspondent, with dire consequences if he ever "dares to put her in the MAGAZINE." Considering Miss W's avoirdupois it would be entirely beyond us—(there are two correspondents, as you will note, which explains the plural pronoun usually reserved for the *ipse dixit* of ye Editor) entirely beyond us, we say, to put her anywhere without a derrick. Now, having spilled the beans, as they say in Boston, I (singular) will add that I have repeatedly assured Miss W. that I am very partial to—ahem—avoirdupois in a lady (one of my ancestors was a Pasha or Rajah, I believe), and that I consider every ounce of—ahem!—avoirdupois, an ounce of beauty. I prefer spherical geometry to trigonometry, aesthetically.

Leo Van Horn, chief of staff to assistant terminal agent, is also getting, let us say, fat; the word is permissible in reference to a gentleman. He admits an addition of about forty pounds to normal. Pretty fair! Not at all bad, being a plus of about 20 per cent. Easy berth and se-lentary habits, we suspect.

Ralph Zunno met with an accident the other day that made him a half hour late in arriving. He was not hurt much, except his feelings. He had to go to a tailor's shop and—"sartor resartus."

Signs of Spring: Amateur baseball outdoors; yawns indoors; commuters carrying spades; free seed packages from Washington; sparrows rehearsing for nuptial; spring fever.

This attractive young couple, employed at our 26 Street Station, are familiarly known as "Hon and Dearie." Which one is "Hon" and which the "Dearie" does not matter. They are both pretty. So as not to embarrass them—as they are not posing for the MAGAZINE—we will not disclose their identities, but refer to them only as John Ryan, loading clerk, and Sara McGavin, stenographer to agent. They surely take a fine picture as a team.

Barney Jordan is away, sick, poor chap. He has been granted a furlough to bring him back to health. There is probably more virtue in a furlough than in mere wishes,

but wishes may help some, when sincere, by telepathic force, of which we have heard, and of which, as of spooks, we admit the possible existence based on the assumption that "there are many things between heaven and earth not contained in any philosophy." Therefore, we sincerely wish that he may soon return to us in such condition that Dr. Pence, on his next visit to this station, will call him a "Good risk."

Said the waiter to me in a French restaurant in 29th Street; "Pardonnez-moi, Monsieur,—je ne sais ce que vous voulez dire; repetez, s'il vous plait." That was because I attempted to give an order in French, to please the wife, who is French and who was with me. I only relate this in order to show the superiority of the idiom of this country to that of any other. A waiter in a downtown hashery will express exactly the same thing by a grunted "Huh?"

And so our "Bob" Riddell, too, is going to do it. Most of us will do it, once anyhow—getting married, hooked, spliced into holy bonds of matrimony. (Matrimony and patrimony should come together in order to make the honeymoon one sweet song.) Sunday after Easter was the day set for the beginning of the adventure, to be continued by a trip to Canada. If we would not know "Bob's" temperate habits, the destination might be taken to denote an ulterior motive, but "Bob" is not only temperate in this respect—he is abstemious, absolutely. A disciple of William Jennings, the talker, and Pussyfoot Johnson, the doer, he didn't even "look upon the wine when it is red" while he was in France; he stuck to Veuve Cliquot and Sauterne. He was over there with the 35th Engineers, 7th Grand Division, A. E. F., fourteen months and, incidentally, worked harder than he ever did, before or since. With the exception of the gap caused by his military experience he has been one of the Baltimore and Ohio family since 1911, having started in as a boy at the old "Bridge Pier" and working himself up to headclerk of the Eastbound at Pier 22.

Well, "Bob," there is no reason why a man can't be happy, even though married—if he is a philosopher or a fatalist. We don't know that "Bob" is either but he has "horse-sense," and that will help a man to keep his balance.

I am sure that we all wish him a full measure of "connubial bliss" to begin with and an even, happy "ever-afterwards."

### Mt. Clare

Correspondent, MISS MOLLIE ALBRECHT

#### Axle Shop

Foreman M. Kelly has been placed back at work. We take this occasion to wish him all kinds of good luck. Mr. Kelly is quite popular at Mt. Clare, especially in his own little community, the Axle Shop.



"Hon" and "Dearie"





Flagman R. S. Springer; Trains 21 and 68, Philadelphia Division; Signal Maintainer E. D. Shrede, Belt Line; Assistant Trainmaster E. R. B. McCabe, Camden and Bay View District; Janitor Frank Perticone, Camden Yard; Baggageman John W. Ault, Trains 21 and 68, Philadelphia Division

The picture to the right below is of Elmer E. Jones, oiler. Mr. Jones was slightly wounded at Argonne Forest during the World War. So you can see from this that we had some "Fighting Sons" at Mt. Clare.

How do you like this picture of our Veterans as they used to look? They are, left to right, top row: Henry McNulty, coremaker; H. Frome, blacksmith; J. Maynard, rigger; J. P. Rhinehardt, (now fire marshal). Bottom row: "Bob" Childs, moulder; T. Snyder, carpenter foreman; W. Burns, resigned; John Machen, blacksmith; F. T. Filipino, machine shop foreman, Riverside; "Ed." Hutchinson, resigned.

**Sparks from the Flue Plant**

By C. A. R.

Great calamity at the Raeuechele home! The pet cat has gone to Cat Heaven! Mrs. Raeuechele now advises us that she hasn't anyone to talk to, so we suppose "Charlie" will have to stay in more at nights.

"Bernie," the Elkridge wonder, announces that things are beginning to sprout out of Mother Earth, since these "dangone" hot days have arrived.

"Kid Cox" arises to elucidate that he is going to build out on the Belair Road! This is a sure sign of Spring. "J. J's" annual announcements are more certain than the blue-bird's whistle!

"Judge Duffy" Kuhl says the bootleggers won't let him alone. He wishes

that they would, as he does not care to associate with them. However, we have heard differently.

"John Edward" Kuhl, our sweet-voiced tenor, is the "singinest" youngster we ever



Oiler Elmer E. Jones, Mt. Clare

did see! He sure believes in giving his voice plenty of exercise!

**Iron Foundry**

Anybody who has been at Mt. Clare for

any length of time knows who this distinguished Veteran is. Let us present G. F. Heckwolf, Baltimore and Ohio Veteran, and one of Mt. Clare's oldest moulders—still in service.

**Agent's Office, Camden**

Correspondent, W. H. BULL

D. A. Gochnauer, Inbound Freight Department, who is away on a furlough on account of illness, is reported to be improving. We hope to welcome him back soon.

M. B. Freidel, also Inbound Freight Department, who is away on a furlough on account of illness, dropped in to see his old friends recently. We are very glad to note his improved appearance. We hope also to welcome him back to his desk soon.

**Baltimore Division**

Correspondent, W. H. TARR

The sympathy of the office force is extended to Chief Clerk J. W. Sparks, on the loss of his brother by drowning in the river at Pittsburgh.



G. F. Heckwolf, Iron Foundry, Mt. Clare

H. L. Goodman, secretary to the superintendent, is responsible for the following:

Introducing Misses Laura Hackett, Ester Auld and Thelma Thomas, Baltimore Division chorus girls, in "Jappvland," recently given in Baltimore for the benefit of the Boys' Home, Watch your step and pocketbooks, Boys."

Baseball Time: Fox, Mallery, Wiese, Higgs and the rest of the gang strutting around. would make someone think that we are going to have a real ball team. Well, we are!

When is "Bill" Devlin going to get that machine?

Bowie—You said a mouthful, Earl. Is the house paid for, or does the baby need a new pair of shoes?

You would think "Ed" Meyerly was division engineer or something when you hear him talk over the telephone. He may be some day!

Sayings of the Office Force:  
Nellie and Griff—"Nuise!"

Barney—"Aces Full."

Crocker—"Did you read the Radio news?"

Earl—"Beat out agam."

Wise—"I had him three ways."

Auld—"Bronzewick."

Lincoln—"Went to bed late agam last night."



Some Mt. Clare Veterans of bygone days. Do you remember them? If not, see the notes



If you are in doubt as to what to eat for lunch, the following menu is given by Miss May Schammel: 4 sandwiches (any kind), 2 apples, 2 oranges, 2 pieces of cake.



H. A. Lynch

Our photograph: H. A. Lynch, assistant division engineer, East End. Picture contributed by his lady friends in the office. Received shortly after the unusual hot wave during the month of April.

Miss Thelma Thomas has taken a two months' leave of absence because of ill health. We look forward to seeing Miss Thomas back with us again.

#### East Side, Philadelphia

Correspondent, CHARLES H. MINNICK

John Shields, clerk, East Side, Freight Agent's Office, is receiving congratulations upon a recent addition to his family. The baby boy was born on Thursday, April 6. Gee, it's great to be a real papa!

We thought there was something back of little "Herby" Held growing that heavy mustache. The facial scenery was being changed to meet the dignified requirements of his new position. We take pleasure in introducing to you Mr. Herbert Held, chief clerk to Division Storekeeper L. G. Kohler, East Side. Congratulations!

Your East Side correspondent wishes to express his appreciation of the courtesy and hospitality extended to him on his recent and first visit to Baltimore. He was more than pleased to be received and guided around the city in such a friendly manner, and feels well repaid for having made a close acquaintance of the editor and his staff.



Upper left: R. ("Tobias") Miggins, the East Side "Jazz King." Lower left: Dan Dolcin, clerk, getting a sermon from crew dispatcher, "Eddy" Reddington

Wus? Ga-zex-ta? Ask "Eddy" Reddington, crew dispatcher, what it means. He can tell you.

Ask "Charlie" Mahoney what became of the 3,200 bottles of home brew.

In the March MAGAZINE we omitted to mention the death of William Sinnott, who was at one time master mechanic at East Side, and who passed away in January. Mr. Sinnott had been in the Baltimore and Ohio service for many years and was well known by the veterans. I regret that I was not better acquainted with Mr. Sinnott, but this was due to the fact that in recent years he occupied a traveling position and we only got to see him occasionally. We all regret the passing of Mr. Sinnott and wish to assure our readers and his friends that the omission of an obituary notice in the March issue was not intentional, but an oversight occasioned by lack of proper information.

"Bobby" Wiggins, index clerk and better known as the "Jazz King of Ragtime Music," is about to leave the Yardmaster's Office for a position as clerk, Storekeeper's Office, East Side. If we keep on losing all our young men we'll have none left but old men like Minnich and "Charlie" Mahoney.

Readers: please co-operate! Send in pictures or news items to your correspondent. He isn't a mind reader. Don't ask what is going to be printed. Put something in the way of news to be printed. Take an interest. Help your correspondent. Give him photos of your families. Put him wise to Honor Roll notes, weddings, births, deaths, engagements—anything you think will interest the readers or will advance the interests of the Railroad. Safety suggestions are welcome. If each person gave me one picture or one news item or helpful idea, I would have enough to fill a page for East Side every month for a year! Kindly send to:

CHARLES H. MINNICK, Yard Clerk,  
East Side Yardmaster's Office,  
Care of J. D. Gallary, T. T. M.

#### Brunswick

Correspondent, R. L. MUCH, Conductor

Miss Cerelia Mills, the charming daughter of Engineer "Charlie" and Mrs. Mills, recently one of Agent Shannon's clerks in the Transfer Department, and Assistant Yardmaster G. W. Thomas, were quietly married by the Rev. J. T. Hart, M. E. Church here. After a brief honeymoon they started housekeeping in their own home on Brunswick Street. Good luck to both!

The Rev. J. T. Hart has been transferred to Ryland Church, Washington, D. C., after serving faithfully for seven years, the longest term ever held by any minister here. He will be greatly missed by his many friends who learned to love him for his arduous work while here. Mr. Hart is an admirer of our MAGAZINE.

Our grand representative, E. W. Burch, conductor and westbound car manipulator, is some busy man, always on the go, doing business for our boys all over the line. He is a skillful and energetic business man, as well as an all-around railroad man, faithful in all his efforts. He is respected by our officials and employes alike.

Our town has received an up-to-date fire truck costing \$12,500. Daily drills take place under the direction of our Mayor, E. C. Shaffer, and experienced fire fighters from the Baltimore and Ohio. Mr. Shaffer deserves great credit for his efforts in trying to put Brunswick on the map as a town. He



Thomas L. Cooper, East Side bandmaster and toolroom attendant, with his bashful little granddaughter, Ethel

mixes with the men and is a hard and conscientious worker. A picture of the fire truck will appear in our MAGAZINE in the near future.

Our town is badly in need of a laundry. Any reader of our MAGAZINE who can send in any suggestions concerning such an enterprise will be heartily thanked. Address all communications to our Mayor and City Council.

The Cowboy Band of Brunswick, Md., has been legally organized with the following line-up: C. W. Sigafoose, president; A. B. Haller, secretary and treasurer; R. L. Much, captain; C. O. Cooper, lieutenant. About 35 men are in the outfit, mostly all Baltimore and Ohio employes.

One of the best conductors on the Baltimore and Ohio System is "Joe" Cage, westbound yard. When the "yard-pot" "grabs" a caboose to finish a train make-up "Joe" "registers" the caboose so gently that an eggshell would not crack between the couplers. The Cumberland Division men appreciate this, "Joe." Keep up the good work.

Engineer Jesse Mann has been chosen grand marshal of the coming events to be held in Brunswick. He is a big man and can do the work all right, if he can only get a high hat.



C. H. Minnick, East Side correspondent, snapped on his recent visit to Baltimore





Bobby Joe Spriggs, first and only grandchild of Mrs. J. F. Barnett, President, Cumberland Chapter Ladies' Auxiliary

Miss Martha Meeks, sister of Conductor D. B. Meeks, died after a short illness of three days.

Engineer "Big Chief" Haller, has been laid up with a touch of rheumatism. We sincerely hope he will be on the job when we celebrate in honor of the Baltimore and Ohio Veterans, this month.

We are trying to put Brunswick on the map through our MAGAZINE, which we consider one of the best in the world.

Lacking cooperation, I would like to hear from our employes around Brunswick.

### Cumberland Division

Correspondent, J. J. SELL

The regular monthly meeting of the Veterans at Cumberland was addressed by Mr. Hartzell and Mr. Sturmer. We were also honored with the presence of E. W. Scheer, general manager, and R. B. White, general superintendent. After the regular business was disposed of, an enjoyable social evening was spent.

Agent H. R. Coole, Newburg, who was off sick for several days recently, is now back on the job.

The Cumberland Division, passing through one of the most picturesque parts of the Allegheny mountains, is more beautiful than ever at this time of the year, when the foliage is showing green, and flowers and trees are blossoming. The Romney—Petersburg branch is particularly colorful with the thousands of peach and apple trees in blossom, scenting the whole valley. A trip through this territory is extremely delightful at this season.

The new icing plant at Cumberland has been put into operation. It will add greatly to the handling of perishable traffic through this terminal and will be a big adjunct in the handling of fruit from this section. The cars are initially iced at Cumberland and distributed to the various fruit loading stations, the new facilities permitting of more prompt and economical handling.

Miss Ruth Chevront, secretary to the master mechanic, has accepted a position as stenographer in the Superintendent's Office. R. V. Coulehan has been made secretary to the master mechanic.

Miss Bessie Oglebie, stenographer, Superintendent's Office, has resigned. Harry T. Henry, night car distributor, knows why. Yes, they will be married soon. Details will appear in the next issue.

The newly organized Fire Brigade in the Queen City Station Building is holding regular drills and is fast becoming adept in the handling of fire apparatus. The brigade consists of clerks in the Superintendent's and Division Accountant's Offices.

Here is a good picture of Trace Clerk William E. Kornoff. In addition to being a good trace clerk, "Bill" is also a good bowler.

Charles Wigal, water station foreman, has been confined to his home for some time with rheumatism. He is rapidly improving and should be with us again in a few days.

Baseball fever has hit the boys hard. We have a fast team organized at Cumberland and will meet anything on the system. We also expect to organize several local teams among the different departments, and some fast games are anticipated. With Manager McGinn, and Field Scout Spearman in form, there is sure to be something doing.



William E. Kornoff, trace clerk, Cumberland

The blue print shows that the Cumberland Division is still holding its own in first place. Everybody is right on the job to see that it stays at the head of the list in division performance.

We have it on good authority that Harry "Count" McClintock, clerk to the trainmaster, is getting his fishing tackle in shape, so there will be need of the Potomac being restocked with fish after this season.

Our chief index clerk recently won a parlor lamp. What are you going to do with it, B.A. N.?

The Cumberland Baltimore and Ohio Basketball Team recently closed a winning season. As usual the boys took the pennant.

We are looking to "Tom" Grindell and "Jake" Brown to give us some good shop notes for the next issue, and we will see that they don't fall down on the job.

The Victrola has been working overtime during the past few weeks, but we believe we'll have some new records for next issue, eh, John?

### Martinsburg

Correspondent, W. L. STEPHENS

An employes' meeting was held in the local Veterans' Association hall, Baltimore and Ohio Building, on the evening of April

13. A large number of Veterans, friends and employes were present to hear the instructive addresses by prominent officials. The meeting was held under the auspices of the Martinsburg Association, President H. W. Fauver presiding.

H. O. Hartzell, manager Commercial Development, gave an interesting talk on getting business, speaking of the success of the campaign so far, and urged a continuance of this able effort on the part of the Veterans and employes in getting business for the Baltimore and Ohio. The pension feature was dwelt upon and a plan or suggestion outlined by which it might be possible to increase the pensions to retired employes. George W. Sturmer, grand president of the Veteran Employes' Association, addressed the meeting in his usual entertaining manner, complimenting the members upon their loyalty and services. T. K. Faherty, assistant superintendent, Cumberland Division; C. H. Norris, assistant road foreman of engines; J. C. Loury, assistant trainmaster, and President H. W. Fauver gave supplemental talks on the subjects under consideration.

Machinist R. H. Bowers was struck in the eye with a piece of steel cutting. Machinist Bowers was wearing the prescribed goggles. The flying chip struck with such force that the glass was smashed, filling the eye with chips. The glass was removed at the City Hospital without permanent injury to the eye, and after a few days' absence, Mr. Bowers returned to duty. If Mr. Bowers had failed to wear his goggles his eye would have been destroyed. It certainly paid this employe to use his goggles. Why not you?

Mrs. Jeadie Airhart, widow of Harry Airhart, died in the City Hospital, Wednesday, March 30, after an illness of several weeks. Mrs. Airhart was a prominent member of the Ladies' Auxiliary to the Baltimore and Ohio Veterans, and took an active part in its affairs. The five surviving children have the sympathy of the Association members and friends in the loss of their devoted mother.

Death claimed one of our local shopmen, Machinist Frederick S. Gettle, who passed away at his home here on March 30, aged 57 years. The deceased was taken ill in December with an attack of heart trouble, lingering over the intervening months in a more or less helpless condition. A widow, son and daughter survive. The deceased had been in the employ of the Baltimore and Ohio for a number of years. He was liked by his fellow employes and all who came in contact with him. He was a willing worker and did his duty gladly and thoroughly, making him a popular and efficient employe. A large number of the shopmen attended the obsequies, a last tribute of respect to their departed fellow worker.



Mr. and Mrs. George Kilmer, their son Mercer, and his children, Virginia Lee and Junior Martinsburg



### Keyser

Correspondent, HARRY B. KIGHT,  
Ticket Clerk

Assistant Yardmaster Neil O'Connell is evidently planning to enlarge the local yards as far as South Keyser. He is seen making daily special trips to this part of town. However, it may be that there is some other attraction there for him, eh, Neil?

Agent Howard Stuck, Oakland, has gone in for the radio "stuff."

We are sorry to report that West End Brakeman Minnear suffered the loss of his foot while on duty at Mountain Lake Park on April 8. He was rushed to the Hoffman Hospital, Keyser, where he received medical attention.

Telegraph offices at Rawlings, Big Curve, Deer Park, Rinard and McMillian have been closed. We hope that this is not for long, however.

Do you get the MAGAZINE regularly, fellows? And do you read it? Don't only read the items from your division, but read it all. It will give you an idea of what some of the rest of the members of our big family are doing and will help to draw each one of us closer to the other fellow. It will make us appreciate more than ever before, the big Company which employs us.

Footie Johnston, one of our old Keyser shoe boys, paid us a visit a few weeks ago. Footie is now located at Garrett.

An electric welder has been installed in the local blacksmith shop. This means an increase in efficiency and a greater output.

Heard on the station platform:

"Batch" alias Allen P., (looking for trespassers)—"Was he a bigger fellow than I?"

Weddle (a subordinate of Batch)—"He was a big one."

Both (in unison)—"Send for Shrout or Kerch."

Our genial supervisor, M. W. Laffey, is taking considerable interest in brightening up the road bed and vicinity these days. If the oil dividends continue to pour in, he is soon expected to be on a journey that has no kinks or low joints.

The local transportation yards and tracks were thoroughly cleaned during the first few weeks of the coal strike. Many cars of sand and spilled coal have been removed from the premises with a view to presenting the best working conditions possible. Section Foreman Cannistra and Carbaccio are using every effort to present a spotless town.

"Bob" Gray, the colored porter at the station, was frightened almost white a few days ago, when a suit case which he was handling gave evidences of life being within it. "Bob" dropped the case and called Ticket Clerk Kight, who, upon examining it, found it contained among other things, a perfectly good "Big Ben" clock that despite its imprisonment was ticking away the hours. Officer "Batch" was called to examine the case and ascertain the contents, but he was scared worse than "Bob," and no one could overtake him until after he had passed New Creek Bridge.

We were pleased to receive a visit a few days ago from our General Superintendent White and Superintendent Van Horn.

### Shop Notes

Miss Laidlow is having considerable trouble in keeping her hands clean after joining the "Shifters."

Car Clerk Avers and Power Clerk Sheetz are arranging for an extensive automobile

DEPOSITS \$1,055,260.26

**The First National Bank**

Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT

Interest paid every six months  
from date of deposit

trip during the coming summer, in "Sheeney's" new car.

"Red" Dorsey is busy cultivating the soil around the lawn at the Master Mechanic's Office. "Red" says any old thing will grow in the ground around the office.

Miss Lena Crabtree and Miss Feller, clerks, Master Mechanic's Office, who have been off duty sick, have finally recovered and have returned to their positions.

Be sure Master Mechanic Hodges is in good humor and then ask him, what is meant when you receive a communication containing the one word "WHY?"

This spring Miss Virt's fancy seems to be turning to Erie, Pa.

Murphy, the material man, says it is a poor man who does not lay off to celebrate his own birthday, even if it does fall on St. Patrick's Day.

Car Foreman Pownall is worried these days. "Bob" says he is in danger of losing the dog of which he has been the undisputed owner for a number of years. He states that things so seldom happen on the West Side that he is getting out of practise.

"Jimmie," the office messenger, says it is taking all his loose change buying postage stamps to make application for new positions as bulletined.

Painter Foreman Dunk, who has been quite ill, is improving. John is certainly missed around the shops.

"Dusty" says, "There is one consolation—if the fruit crop is a failure this year we can blame it on the Harding administration."

General Foreman Graney certainly got his edge increased by presenting each of the lady clerks in the M. of E. Department with his Easter Greeting of a handsome basket of chocolate eggs and candies. Boilermaker Foreman Spicer says if he thought they were cannibals he would go "Mike" one better and present them with live chickens.

"Dusty" told us he was going to give Ruth a wreath of "two lips" for Easter, with a white ribbon streamer monogrammed with the word "Peace."

### Paw Paw

Correspondent, M. L. SHARON,

### Pensioned Engineer

The weather is fine at this writing and the boys are hiking to the rivers with rod and line, but we haven't heard of any whales being caught. Just wait—your correspondent is going to take a stroll along the river, then there will be something doing among the fish.

We are sorry to note the accident which happened to our old friend, Engineer H. W. Fauver. We saw him a few days after the accident. We're glad to know that he fared as well as he did.

We are sorry to note that C. T. Beavans, at one time agent for the Baltimore and Ohio at Paw Paw, whose health has not permitted him to attend to these duties for several years, is being treated in Cumberland.

We notice that many shipments of fertilizer and sulphur lime and such as go to make up spraying fluids for trees are being made to this station.

Another sign of prosperity—there is being distributed quite a lot of new steel rail on the east end Cumberland Division.

### Timber Preservation Plant

Correspondent, E. E. ALEXANDER

### Our Superintendent

(A TRIBUTE)

On March 24, as the rosy hand of morning pushed aside the clouds of night, the soul of our late superintendent of Timber Preservation journeyed on across that Great Divide which separates mortality from immortality and which all mortals are destined to cross and from which none return. The work he had planned was left unfinished. As scores of telegrams flashed the news throughout the country, a gloom was cast, not only over his railroad associates and over the association of which he was president, but over the many others who had considered him a close friend and companion. Shocked beyond words, the writer, who has known and been associated with him almost a score of years, feels unequal to express in this tribute, his own feelings or those of others who really knew him. His was a life of service, a devotion to duty as he saw it. Staunch in his convictions, his duty to the Baltimore and Ohio Railroad was ever his paramount interest. Taken in the prime of life, at the very height of a career, his passing was the unexpected result of an operation for acute appendicitis a few days previous.

The business career of the late Franklin J. Angier was published in the April issue of our MAGAZINE. He was an ardent believer in timber preservation and made it his life's work; he was a strong conservationist and a forest economist. His enduring work in the preservation of railroad ties alone stands as a monument to his endeavor. His favorite hobby was photography, at which he was par excellent. His collection of cameras included every class from the smallest vest pocket to the latest graflex, with complete finishing and enlarging outfits. His vast collection of photographs was one any artist would be proud to possess. One of his masterpieces was the "Bucking Broncho," taken in 1904 and copyrighted. It was sold all over the country and used as a cover design by one of our leading magazines.

Of him it was said by one who knew him a lifetime: "He was generous to a fault," and by another: "He made his business his business."

Our Company has lost an executive whose place will be hard to fill. His record of service should be an inspiration to others who served under him.

We commend his loved ones to that Divine Master who, in the flesh, suffered as no mortal has suffered and who alone can sustain them, knowing that in that other world they shall meet again and there shall be no night there.

### Golden Wedding Anniversary

Mr. and Mrs. L. V. Twigg celebrated their golden wedding anniversary on April 4, at their home at Green Spring. A most delightful dinner was served to out-of-town guests. During the afternoon refreshments were served to all. Many beautiful and useful gifts were received.

Those present were Mr. and Mrs. C. T. Twigg, Mr. and Mrs. G. A. Storr, Master Billy and Miss Gracie Storr, Mrs. E. L. Kline and son, Mr. and Mrs. B. C. Flora, Mr. and Mrs. R. Montgomery, Mr. and Mrs.



L. F. Wolfe, Mr. and Mrs. R. D. Nixon, Mr. and Mrs. E. E. Alexander, Mr. and Mrs. E. M. Stottlemeyer, Mrs. J. W. Rees, Mrs. T. E. Allen, Mrs. G. P. Chesshire, Mrs. G. W. Robinson, Mrs. G. C. Conley, Mrs. J. M. Bean, Mr. and Mrs. Wm. A. Shannon, J. C. Alexander and Mr. and Mrs. W. G. Haines.

Mr. and Mrs. Twigg, (nee Mary Dolan), were married at Flintstone, Md., on April 4, 1872, and have since resided at Green Spring, where Mr. Twigg entered the service of the Baltimore and Ohio on July 16, 1873, as trackman. After eleven years of service on the main line he was promoted to foreman Section No. 58, Romney Branch, on July 23, 1884. This position he held until he was retired on August 1, 1917. Their son, C. T. Twigg, is a well known Cumberland Division conductor.

In the photograph, left to right, front row, are: Mesdames E. L. Kline, T. E. Allen, G. W. Robinson, E. M. Stottlemeyer, J. M. Bean, B. C. Flora, J. W. Rees and Master Billy Storrs. Center Row: B. C. Flora, R. D. Nixon, Mrs. C. T. Twigg, L. V. Twigg, Mrs. L. V. Twigg, C. T. Twigg, Mrs. L. F. Wolfe, R. Montgomery and Baby Storrs. Back Row: Mr. and Mrs. G. A. Storr, Mr. and Mrs. E. E. Alexander, Messrs. E. M. Stottlemeyer, L. F. Wolfe, Mrs. G. C. Conley, Mrs. G. P. Chesshire and Mrs. R. Montgomery.

With deep regret we report the death of Mrs. Abbie M. Harvey, 30 years old, wife of Boilermaker W. F. Harvey, Cumberland Shops, on April 13. Her death was caused by double pneumonia. She leaves, besides her husband, five small children, her father, five brothers and four sisters, to mourn her loss.

Mrs. Harvey was the daughter of Retortman B. F. Twigg and a sister of Treating Engineer J. W. Twigg. She was well known in this community. Funeral services were held Monday, April 17, from St. Mary's Catholic Church, Cumberland, Md.

Tieman Howard Adams has moved his family to the farm he recently purchased, and Tieman W. E. Landes has moved into the Adams house. No houses are allowed to stand empty at Green Spring.



Signal Foreman C. E. Lester, 46 years in service

We were recently able to furnish cuts of our Plant recently published in our MAGAZINE to our local paper, the Hampshire Review, which paper reproduced them and gave us a full page in a late issue.

R. W. Hamilton was appointed special apprentice at the Plant on April 1.

**C. E. Lester**

Foreman C. E. Lester, Signal Department, whose picture we are glad to include with our notes this month, is purely a Baltimore and Ohio man, having 46 years of continuous service to his credit and still going strong.

Mr. Lester entered the service of the Company at Mt. Clare Car Shops in 1876, under Car Foreman Miller, on the construction of new cars. He was transferred to the Philadelphia Division in 1880 as carpenter, under Supervisor of Bridges and Buildings Andrews and Division Engineer Pratt. In 1900 he was transferred to the Signal Department, under Signal Engineer F. P. Patenall. Later he was appointed signal inspector with headquarters at Wilmington, Delaware; then general foreman, with headquarters at Baltimore and Cumberland, Md. At present Mr. Lester's headquarters are at Cumberland, where he

has charge of signal stores at Green Spring, W. Va., Mountain Lake Park, Md., and Callery, Pa. During his long service with the Company he has been in charge of the installation of several important signal sections, among which are Sherwood, Benwood to Wheeling and Weverton to Cumberland. He also installed signals on the Philadelphia Division, being in charge of the mechanical plants and assisting on automatic work.

Mr. Lester assisted in the construction of the manual block between Cincinnati and North Vernon, Ind., during the World's Fair in St. Louis in 1904, and also in the construction of automatic signals from Loveland to Cincinnati, Ohio, and from Washington to Washington Jct., on the Metropolitan Branch.

His son, J. G. Lester, is signal supervisor on the Cumberland Division.

Mr. Lester is familiar with the history of signal development on our Railroad. His reminiscences of its progress are most interesting, his record of service one to be proud of.

**Connellsville Division**

**Office of Train Master**

Correspondent, C. E. Reynolds

We are glad to see Passenger Conductor H. C. Benford back on his run on the S. & C. Branch after being off several months because of a broken arm sustained when he fell on the icy sidewalk at Rockwood.

T. S. Woods, faithful janitor, Uniontown passenger station, has been off sick for the past month. We all hope for his early recovery. Mr. Woods is one of the three loyal employes who received the Veterans' gold button several months ago, after fifty years of service with the Baltimore and Ohio.

On April 3, Miss Kathryn J. Schmitz, daughter of Mr. and Mrs. E. B. Schmitz, and Locomotive Fireman Harry R. Dunston, son of Mr. and Mrs. A. G. Dunson, of Connellsville, were united in marriage in the parsonage of the United Brethren Church. Rev. J. S. Showers, the pastor, officiated. We extend our heartiest congratulations.



L. V. Twigg, Green Spring Employee, and Mrs. Twigg, surrounded by friends and relatives who gathered to celebrate their golden wedding anniversary



We are sorry to hear of the death of Mrs. W. J. Kempt at her home in Lorain, Ohio, on March 11. Mrs. Kempt is a sister of J. T. Griffin, agent, Johnstown, Pa.

We are also sorry to learn of the death at Stoyestown, Pa., on April 8, of Mr. W. H. Speicher, father of Yardmaster C. B. Speicher, Johnstown, Pa.

Miss Marie McCune, secretary to agent, Johnstown, is spending a short vacation with friends at Detroit, Mich.

The industrial outlook at Johnstown is bright. The Cambria Steel Company is now operating above 75 per cent. The Lorain Steel Company and other industries are showing improvement. Unless the coal strike hinders, we predict normal conditions in the steel mills by fall.

Note our picture of Carpenter Thomas J. Brennan, Connellsville, who on April 11, resigned from the position as fire chief of the Connellsville Fire Department, after serving in that capacity for 19 years, or since its organization in 1903. During that period Mr. Brennan has served the Company in a highly efficient manner, always ready and willing to do his duty and only resigns on account of his age and to give the Company the benefit of a younger man's services as chief.

Mr. Brennan was born on April 3, 1859, commenced work with the Company on May 17, 1883, and has been in continuous service since that time.

During Mr. Brennan's service as fire chief, the Fire Brigade was called on at different times by the authorities to render assistance in controlling several large and dangerous fires in the city, and it responded nobly, did efficient work and was highly commended by the citizens of Connellsville.

It is much regretted that Mr. Brennan leaves the Brigade, but we feel that he has done his duty nobly and the thanks of the entire Division are tendered him.

Here is a picture of one of the charming and husky young sons of Jesse V. Boyer, patrolman, Police Department, Connellsville Division. Mr. Boyer has been with the Company for several years, first working on the section and later taking up work in the Police Department.

Our congenial car foreman at Somerset, who signs "G. W. M.," went to Washington, D. C., on April 9, to see the "cherry blossoms"—so he claims. From the expression on his face these days, we think the old "bird" will pick the "cherry" about the time the roses bloom.

We were honored with the presence of Messrs. Willard, Galloway, Scheer, Peck and Brown, who attended the banquet given by the Chamber of Commerce, Somerset, Pa., on March 31. Mr. Willard's talk was interesting and highly appreciated. We wish all of the boys could have heard it as he threw the X-Ray on some of the obstacles he has to overcome.

The Home Builders Club of Somerset, which was active last summer in getting up-to-date homes, are getting busy this spring, and by fall we expect to see at least twenty-five or more of the boys owning their own homes. Let the good work go on. If you want any advice along this line, write to Yardmaster J. E. Dice, at Somerset, who is past master in telling you how it is done.

Chief Bill Clerk R. E. Swan, Coal Billing Agent's Office, has moved to his new domicile "Swanmount," on Wheeler Hill. One of the jokes in connection with his new house is that he forgot the chimney.

Edgar A. Evans, Coal Billing Agent's Office, Connellsville, announces the arrival of a new baby boy at his home, the first arrival in the family, and the name is David Russell. Cigars were passed around by the proud father in honor of the event.

James L. Marsteller, the well known chief yard clerk, Connellsville, has gone into the chicken raising business on a large scale. States his blooded Columbian Wyandotte's are doing wonders and if the incubator Harry Connery has arranged to purchase is a success, it will relieve his mind as to whether his hens are setting while he is on the job. Harry also tried to induce "Jimmy" to purchase a talking machine—perhaps the idea is to talk the chickens into laying.

James V. O'Hara, stenographer to the general yardmaster, Connellsville, is raising a mustache. From the manner in which he raves over a certain young thing in town, we take it the mustache is to make him look older. No doubt we will soon find him lined up with the benedicts.

See our picture of Miss Betty Eileen Craver, five years' old daughter of Shop Clerk and Mrs. Fred W. Craver, Somerset, Pa. Her winsome ways have won a host of admirers.

Passenger Conductor Charles Boyd returned to his home at Connellsville on April 5, after spending one month at Brooklyn, Florida, because of his health. Charles says he feels like another man. We're glad to hear it.

Brakeman M. Brant is of the same opinion as many others, that two can live as cheaply as one. We extend our best wishes to the newlyweds.

It is reported that "Bennie" Beal, the congenial car record clerk in the Superintendent's Office, has re-organized his baseball team at Poplar Grove. We will see some fast games out there this season. Now, isn't that so, "Bennie?"

We are sorry to hear of the illness of Mrs. G. M. Tipton, wife of our freight agent at Connellsville, and we hope for her speedy recovery.

We are glad to see "Joe" Fierschnaller back on the job as night clerk, Connellsville Freight House, after an illness of several weeks.

Here is a picture of Miss Cecilia Friel and Vincent P. Flynn, stenographers, Trainmaster's Office, Connellsville. It may be that Dan Cupid is working on the case. We'll await further announcements.

E. J. McCarthy, chief clerk to the road foreman of engines, is wearing a smile that won't come off these days. What's it all about, "Ed?" Have a cigar? Certainly!



IN THE CONNELLSVILLE DIVISION ART GALLERY

Upper left, bright-eyed little son of Jesse Boyer. Upper right, Cecilia Friel and Vincent Flynn. Lower left, Carpenter Brennan. Lower right, five-year old Betty Eileen Craver



## Pittsburgh District Notes

Correspondent, E. N. FAIRGRIEVE

J. A. Spielmann, assistant to General Superintendent Peck, Pittsburgh, left the South Side Hospital on Saturday, April 15, where he had been confined for a number of weeks after having been under the knife for a severe case of gall stones. At this writing he is improving nicely and we hope that by the time this notice reaches you he will again be restored to health and able to be with us again. Mr. Spielmann has been with the Baltimore and Ohio for a good many years, and is well known. We take this opportunity of acquainting his many friends with his affliction and giving them an opportunity to rejoice with us in his return to health and strength.

The Office of the District Master Mechanic, which, for a number of years, was located in the Passenger Station at Pittsburgh, had been moved to Glenwood and merged with the Superintendent of Shops Office. It is now nicely housed on the 5th floor of the Back Shop building. They took everything with them, even the davenport. Now, as we look into the vacant rooms, we cannot but miss the smiling countenance of "Bill" Mohler & Co., and we hope that they enjoyed the sensation of moving, and that their sojourn in their new quarters will be pleasant and enjoyable.

Easter has come and gone, and what a glorious day it was—just right for the annual stroll of Dame Fashion with her many followers! The bright sunshine and balmy spring atmosphere had just the desired effect, and brought them out by the thousands, gayly bedecked and primed for the occasion. There is one dame, however, of whom we know, who missed this gay and frivolous occasion because of a most serious blunder on the part of mere man, who has yet to be educated into the ways and moods of the gentle sex.

It happened thusly: Daughter, ruddy of complexion (all natural), of fair countenance and brim full of enthusiasm, with visions of participating in the glorious Easter promenade, sallied forth on the day before the big event in search of a new "lid" with which to enliven the proceedings. After an all day's vigil she finally procured the object of her search, ordered it sent to her home Saturday night without fail, and returned to her home exhausted.

'Long about 3 a. m. the next morning, the occupants of the home were aroused from their peaceful slumber by the violent ringing of the door bell. Father, after ridding his system of some descriptive adjectives appropriate to the occasion, proceeded to ascertain the cause of the alarm. When he opened the door a huge box resembling a floral emblem was pushed into his waiting arms with no explanation, and the intruder departed.

Father, still quite a bit frustrated, but somewhat cooled down, thinking some admirer of daughter was saying it with flowers, proceeded to the kitchen, filled the dishpan full of water and deposited the box gently therein, and went on up to bed, never suspecting the storm which was to break in the morning.

Daughter arose early, filled with the thoughts of what the day would bring forth, and can you, gentle reader, imagine the consternation when she discovered what "Pa" had done with her "creation?"

Poor "Pa" came down sooner, much sooner, than he expected, and was the innocent recipient of all the wrath that an irate maiden could distribute, and after it was all over "Pa" said he would never again put anything for daughter in the dishpan to

# PUGH BROS.

## JEWELRY CO.

### Official Watch Inspectors

FOR

Baltimore and Ohio R. R.

B. R. &amp; P.

B. &amp; L. E.

P. &amp; L. E.

P. &amp; W. Va.

MONTOUR

L. E. &amp; E. R. R.



Watches

Diamonds

Jewelry

CASH

OR

PAYMENTS

WRITE FOR PARTIAL PAYMENT PLAN

## 211 House Bldg., Pittsburgh, Pa.

keep over night. This is the sad story of one whose intentions were good but his judgement faulty and of a girl who wanted to, but couldn't.

The married men working in the different offices at Pittsburgh are thinking of organizing a team and challenging the fellows who haven't yet had the nerve (or shall we say, the opportunity) of taking unto themselves wives, to a game or two of baseball during the coming summer. This used to be an annual affair which was thoroughly enjoyed by all. Why not revive it this year? Those of us who are benedicts can get in practice by cleaning wall paper, beating rugs, white-washing cellars and doing other household duties appropriate to this time of year.

#### Glenwood Round House

Correspondent, MARY A. BREEN

Sincere sympathy is extended Engineer A. L. Smiley in the loss of his wife, and to Engineer Wade Simmons in the loss of his only son, Harry Hampton, aged four and half years.

I am sorry that when noting in the March issue that Engineer Irwin had been injured at Pinkerton, I failed to mention that Fireman R. V. Reinhard had also been injured, and, as a matter of fact, rather more seriously. Reinhard is now able to be about and we hope that he will soon resume duty.

On April 8, Engineer H. J. DeBolt and Fireman W. C. Ritchey, No. 7, engine 5032, with eight cars from Cumberland to Glenwood, made a splendid performance on fuel, using only four tons over the entire trip. Compared with the usual seven to eight tons, this performance is certainly worthy of commendation and work of this character will surely tend to put Pittsburgh Division in first place on fuel consumption. Here is something for the rest of the engine crews to work on.

Brakeman E. C. Sites informs that another young lady has taken up a permanent residence at his home. Congratulations!

A form 1002 brought into the Round House office recently, among other items showed—"take up slack between engine and tank—" reported by engineer. The

honorable messenger, "Bananas" Carline on reading it, exclaimed—"Why does an engineer report that? The man on the washing machine can pick up that coal." There are other kinds of slack, "Bananas."

"Jim" Myers, genial clerk, Road Foreman's Office, wishes to announce for the benefit of all concerned that Hazelwood Avenue has been opened as a lover's lane. "J. M." however, wishes to have it understood that he knows this merely from observation and not from participation. That's good enough to tell us.

Found—another and more vital use for card passes. They come in mighty handy for identification purposes. Especially when—well I won't let the cat out of the bag but if you don't believe this, ask J. B. Lane, Storekeeper's Office.

Welcome to our city—this, to E. J. Eberle, recently transferred from Benwood to fill position of pipe and air gang foreman, Round House, vice J. E. Fahey, assigned position of air brake foreman, Back Shop. We wish both success in their new positions.

J. W. Tucker, our very wise and efficient storekeeper at Tenth Street, must be losing some of that far-famed wisdom, for we found him biting pretty hard on the anniversary of All Fools, when he called Hazel 2696 inquiring if there was a box there for him, only to be informed that he was talking to Calvary Cemetery. Looks as though he is after a little advance information.

On January 17 an eleven pound girl called at the home of H. J. Meinert, general foreman, Allegheny, and asked if she might stay. Henry looked at the many blessings that had already been given him, seven boys and a girl, then decided there is always room for one more and permitted the dear one to remain. With this number, Henry has a good start for a baseball nine. Other teams in the same class are requested to book games.

We are glad to note that H. J. Meinert, George Macorman and Julia Hart, Allegheny, and Leona Sample, Car Foreman's Office, Tenth Street, have all returned to duty after being absent because of illness.

What would you do if you were all ready for a full dress party and found that your



dancing shoes were nowhere in evidence? A gentleman from Allegheny, who is very, very fond of dancing, had this happen to him recently, and the poor fellow, rather than miss the party, had to go in his commonplace Sunday suit. Of course, he danced just as gracefully and used just as many good steps, but he wasn't quite so handsome without said suit and shoes. The shoes have not yet been uncovered. Boy, page Sir Arthur Conan Doyle, the Sherlock Holmes man, etc. We want those shoes for the next Welfare dance.

Mr. Schmoll's office has been transferred to Glenwood, consolidating with the Back Shop office. We are glad to see all our old friends and hope they will like Glenwood.

Assistant Road Foreman T. H. Robey is taking himself around town in a new machine. Well, Robey, we like machine riding, so let's go.

Messrs. Scheer, Carroll and Gill were at Glenwood recently, and from here went to the Northern District.

**The Shriner's Circus**

We know a very pleasant gentlemen named "Fat" Allen—  
Once, we observed him eating peanuts by the gallon—  
Pardon us, we're wrong, we mean by the peck,  
But he was getting away with them, just the same, by heck.  
Among others, there was a gent named "Skinny" Dean,  
Then too, a young lady in whose company he's often seen;  
Also, in his glory, was Brother Robert Hill,  
Who loosened up from many a dollar bill.  
Casting our eyes everywhere—behind us, before us,  
Whom did we observe but his honor, "Jimmie" Norris.  
There were Beltz, Martin, Durant and Day—  
Never did we see such a crowd so gay.  
There were fat ones, lean ones, short and tall,  
If I spoke forever, I couldn't name them all.  
My sense of poetry fails me at this stage,  
But it was the best time had in any age.



This big doggie will protect little Jean Ford

**Monongah Division**

Correspondent, CECIL B. BAKER

The accompanying picture is of Jean, the little 19 months old daughter of C. L. Ford, chief clerk to the Superintendent.

After an illness of only a week, James Carson Newham, local superintendent of the Western Union Telegraph Company, Grafton, W. Va., was claimed by death on April 15.

Mr. Newham was born in 1860 at Cumberland, Maryland. He was the son of James M. Newham, a masonry contractor, who was engaged in the construction of various sections of the Baltimore and Ohio in the vicinity of Cumberland. Mr. Newham learned the art of telegraphy at an early age, and was employed as operator at Relay about the year 1876. In 1881 he was transferred to Grafton, W. Va. Here he lived and worked until the time of his death.

Mr. Newham was an earnest Christian and an elder in the Presbyterian Church. He was a quiet man, but full of quaint humor and good cheer. His pleasant greeting when he met you on the street, in the office, or at his church was a thing long to be remembered. He is survived by three brothers and two sisters.

Any other division that thinks it has a baseball team can get itself thoroughly disillusioned by communicating with Machinist Thomas J. Moran and arranging for a



The late Thomas Deegan (see last month's notes)

game with the boys of the Monongah Division.

On April 16 Miss Georgia Ruth Duckworth and Eugene McWilliams, son of Assistant Trainmaster A. F. McWilliams, were married in Parkersburg. They will reside in Grafton.

Assistant Engineer W. C. Pembroke is the proud father of a son, Hall Compton, born on March 16.

Miss Gladys Harrison and Watchman Charles Newcome were married at Oakland, Maryland, on April 15. They are at home to their friends in Grafton.

Miss Dollie Pratt and Machinist Benjamin H. Plum were married on April 16, They, too, will make their home in Grafton.

We hear that Miss Agnes Gocke, stenographer, Division Engineer's Office, will be married in May. Congratulations are in order.

On April 14, while cutting crossing at Barnes Crossing, Clarksburg, W. Va., brakeman R. R. Cornell was caught between couplers and killed.

Brakeman Cornell was born on February 13, 1899. He entered the service of the Baltimore and Ohio as brakeman on September 16, 1918. He was a loyal employe and his untimely death will be mourned by his host of friends.

**Charleston Division**

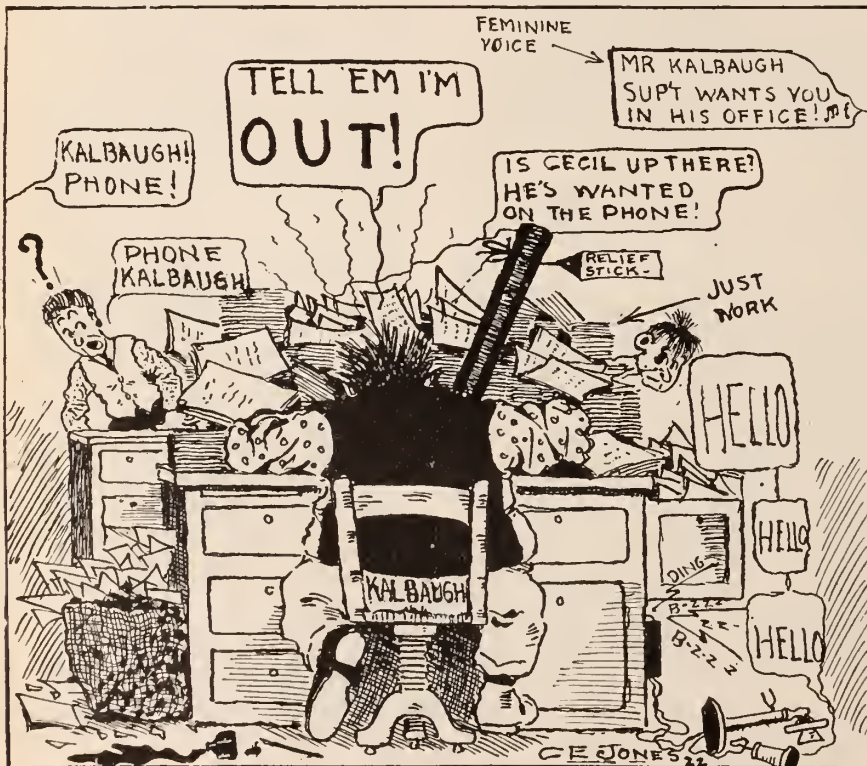
Correspondent, M. W. JONES,  
Secretary to Superintendent

How do you tackle your work each day?  
Are you scared of the job you find?  
Do you grapple the task that comes your way,

With a confident, easy mind?  
Do you stand right up to the work ahead?  
Or fearfully pause to view it?  
Do you start to toil with a sense of dread?  
Or feel that you're going to do it?

How do you tackle your work each day?  
With confidence clear, or dread?  
What to yourself do you stop and say,  
When a new task lies ahead?  
What is the thought that is in your mind?  
Is fear ever running through it?  
If so, just tackle the next you find  
By THINKING you're going to do it.

Edgar Guest



Cecil Kalbaugh has his troubles at Glenwood



The month of March was one of the best from a business standpoint that we have seen on the Charleston Division for some time. While, considering the existing conditions, April is holding up fairly well, we are not going to make any such showing as we did in March.

We extend our sincere sympathy to Miss Bernadine Tierney of the Superintendent's Office on the death of her mother; to L. A. Tesky, operator, Weston, on the death of his 14 months old baby boy; and to Carl and Hazel Griggs of the Division Accountant's and the Freight Offices, at Weston, on the death of their father.

Today, while strolling down the street, one of our amateur sleuths noted Car Distributor Dixon busily engaged in standing before a shop window reading something. Close observation developed it to be the Weston Democrat, our town's live *weekly* newspaper, price five cents. Of course only one side was on view, and so our Sherlock Holmes went in and asked the young lady if she would not turn it round, to the other side—(Curtain).

Check L. C. L. and C. L. Freight Weights, and so Get All Revenue Due Us.

On the Charleston Division for March, our stations showed up additional revenue gained in check weighing and checking classification, as follows:

Charleston, \$6.74; Clendennin, \$1.00; Gassaway, \$25.55; Buckhannon, \$51.77; Burnsville, \$6.62; Weston, \$52.47; Midvale, \$3.00; total, \$147.15. The Western Lines divisions are doing better, and we hope to see the Charleston Division leading in the east before long. There is plenty of opportunity to correct these errors, and it means LEGITIMATE revenue due your Company. Do you know that this amount would buy a good many tons of coal, or that it would pay several men for a week's work?

This reminds us that recent visitors at Weston were Mr. Hamilton of the General Manager's Office, and W. A. Kraft of Mr. Curren's office; both were welcome.

We are glad to see "Charlie" Criswell around again after a severe attack of flu; F. Cutright, Division Accountant's Office, after a trip to the hospital; Lineman Ray Hewitt, after the flu; and Agent K. O. Wade, Heaters, after a rather severe illness which leaves him looking pretty shaky. We all send our good wishes for prompt recovery. To Agent Orrahood of Flatwoods, we extend our sincere sympathy in the recent loss of his wife.

To D. L. Cutright and his wife we extend congratulations on the birth of a daughter.

"When a yard engine shifts a string of coal hoppers to wear off the rust, some Republican editor announces that there is a big decrease in the number of idle cars."

So sayeth our friend the Clarksburg exponent. Maybe so, but we hope before long to see the idle cars actually reduced without the necessity of such schemes as a yard engine moving them to keep the wheels from getting flat.

*Service Is the Best Advertisement—and the Cheapest.*

The writer had occasion to use trains 57 and 58 recently on a business trip, and had the pleasure of having a meal on car 1064 under the care of Steward J. A. Crouse, and on car 1060 under the care of Steward J. A. McNamara. COURTESY is certainly their middle name, and the service and food were both up to the usual Baltimore and Ohio standard. We cannot wonder, after such an experience, that the School Teacher found it possible to write the complimentary things he did recently in "Printers Ink" about our Dining Car Service.



Trainmaster J. D. Nicholas, Charleston Division

again warned that they will be up against the "School Teacher" for further examination at each future meeting. "A word to the wise is sufficient." Mr. Safety Committeeman, carry your little book in your pocket and read it up, and what is more important still, LIVE UP TO WHAT IT SAYS and see that your pals do, too.

Bill Jones is on the repair track; He fancied he could do A little work beneath the car without his FLAG OF BLUE; Well, yes, he did it many times, in spite of rule or warning, One day the engine hit the car—Bill's wife is now in mourning.

"Jim" was a nimble kid, he lived nearby the track. He jumped each train as it went up, and off as it came back. You couldn't warn "Jim" anyway, "Jim" thought that he knew best. Said he was in no danger—his tombstone reads "AT REST."

We learn with sincere regret that J. H. Bowen, for some time past general secretary of the Y. M. C. A., at Gassaway, has resigned his position to accept another as secretary of the Railroad Y. M. C. A. in Hamlin, N. C. on the Seaboard Air Line. That's the second man they have taken from us. Mr. and Mrs. Bowen have endeared themselves to all of us by their many quiet kindly acts, and it is with the sincerest sorrow we see them leave, but—our loss is their gain, and we wish them God-speed and all possible good luck in their new home.

Mrs. W. H. Longwell, Gassaway, has returned from a visit to Mrs. C. E. Shepard in Wauchula, Florida. C. E. Shepard, who recently had a severe attack of flu, has also returned from Florida, where he recuperated and has resumed his duty as general foreman. We congratulate him on his recovery. Mrs. J. M. Davis, wife of the relief agent (and by the way, J. M., she says she's nearly forgotten what you look like), has returned from a trip to Baltimore. H. H. Boggess, Gassaway, has left on a trip to Florida.

"Billy" Sunday has been in Charleston, W. Va. for a few weeks. A large number of Railroad people from Gassaway have taken the opportunity given them to go and hear him.

"You've got to be a go-getter or a do-with-outer."



John F. Severns at the age of 24

Overheard recently on a Baltimore and Ohio train, between Weston and Clarksburg.

A. What's this here \$50,000,000 bond issue they are talking about?

B. Why, that's to make good roads between the county seats in the State of West Virginia.

A. \$50,000,000? They won't spend anywhere near that; they'll put the county seats close together and then they won't have to build so much road.

The regular safety meeting was held in Weston on March 31, all members being present except two who were detained by Company's business elsewhere and therefore excused. A novel scheme has been evolved by the chairman, Superintendent Trapnell. After fair warning, he took out his safety book of rules and examined all those present as to their knowledge of them. We are glad to say most of our members came out 100 per cent. which is the Charleston Division standard—or at least what we are aiming for, and all members are



Virginia, "Peggy," Grace and Martha Lee, children of Shopman Lantz, Gassaway, W. Va.



Special attention is called to the MAGAZINES. They can be secured at the Superintendent's Office, Shop Office and Trainmaster's Office, Weston, and at the Shop Office and Assistant Superintendent's Office in Gassaway. Drop us a card if you don't get one, and we will see that you do. Printing costs money and we don't want a surplus. We have sufficient on the Division for you all. See that you get YOUR copy. The same condition obtains with SAFETY FLASHES. This is an interesting little pamphlet, and can be secured at the same place as the MAGAZINES. See the last issue, and heed the good advice given by General Car Foreman F. M. Garber, of Gassaway, and read our Superintendent's bulletin on the back.

Our "Mirrors of the Charleston Division" this month are occupied by our old friend, Trainmaster J. D. Nicholas. He needs no introduction. Mr. Nicholas was born in Harrisville, West Virginia, and entered the service of the old Coal and Coke as freight brakeman in 1906. He was promoted to conductor in 1907, and to assistant trainmaster in 1916, which position he still holds. Of a quiet, unassuming character, full of energy and loyalty to his employers, Mr. Nicholas has earned the sincere esteem and affection of all who know him. Mr. Nicholas has a nice home in Gassaway, is married and has two young Railroaders in his family. Mr. Nicholas bought his home through the Relief Department—a possibility, by the way, open to all—and has nothing but praise for that important part of the Baltimore and Ohio.

Great excitement in Weston recently. Office boy rushes up stairs into the Office of the Superintendent all out of breath. "Mr. Schide, there are 25 chickens downstairs waiting for you to come and look after them." General collapse of all the office force. After reviving the ladies with copious libations of water, it is discovered that the "chickens" are not of the female variety, but are some little ones with feathers which have just arrived by parcel post for the Lilly Brooke Hall farm in Shady Brook. Upon this discovery, the usual calm and quiet is restored, and the long distance call for the immediate appearance of Mrs. Schide is cancelled.

### Washington

Have you ever been there? If not, you have missed something. You have seen all over the division the Passenger Department's advertisements of the tours they are going to have this summer. As these notes will not reach you until May, we will only mention Monday, May 29, and June 15. As an example, the price from Weston, including Railroad ticket, sleeping car, meals and hotel expenses, together with side trips in Washington, for FOUR days, is only \$36.85; from Richwood, \$40.70; and from Gassaway, \$38.75. Looking over the schedule, we don't see how, if your friends made this trip alone, they could get what they will get on this tour for much under \$60. Washington is well worth seeing. Won't each one of you try to persuade ONE person to make this trip? If you do, it means just that much gain to your Company. The train runs anyway even if there is one passenger only. Agents can help this along especially by advertising it thoroughly in their towns. To all true red-blooded Americans, a trip to Washington must hold many delights, and now is the opportunity. Let's get busy and spread the news and get a crowd from our Division to take the trip. They can't regret it, and you won't—Baltimore and Ohio Dining car and train service, hotel expenses, side trips to points of interest such as the White House, Con-

gress, etc. Talk to your friends of all there is to see and the reasonable rates, and they will surely go.

Have you heard of any one who wants to go to Chicago? If so don't forget to tell them about the new service on Trains 5, 6, 7, and 8, the Baltimore and Ohio—New York—Chicago flyers. All the comforts of home. Passenger Traffic Manager Callo-way says "The aim of the passenger traffic officials is to surround the traveler with every comfort possible." An innovation has been started on these trains. Pullman passengers are furnished free with lap robes so that in the cool of the morning and evening they can sit out on the observation end of the car and enjoy the scenery. Don't forget to tell our patrons about it.

### Clean up! Spring is here

Good Housekeeping is again of vital interest. The snow has gone, and the old scrap, etc., dropped, is now visible. You clean up your own house every spring. Clean up the Company's house in which you work. A "good housekeeper" is an efficient railroader. Let's have everything in fine shape, when we have visitors. Lots accomplished so far, but there's plenty more to do.



Lady Fairfax, a thoroughbred collie owned by Miss Jean Pell, Wheeling Division

### Foreign Cars.

Cars are still with us. And they still cost \$1.00 per day. Keep 'em moving, and SAVE WASTE.

The March fuel performance sheet arrived today. We don't stand as high as we should. For details see the Fuel Bulletin. When are we going to get up to No. 1? No reason why we can't. Along this line, Engineer Powell and Fireman Bennett of the Elk Line flyers between Charleston and Elkins, have been commended for the interest they have taken in making a good fuel record.

Superintendent W. Trapnell spent two days in Baltimore recently attending the spring time-table meeting. We understand there will be few changes on this Division. Trainmaster Deegan also spent two days in Baltimore, getting out the proof, etc.

### Wheeling Division

#### Correspondents,

L. W. WETZEL and MARIE SLATTERICK

Charles McConkey, messenger boy, Wheeling, surprised us all when he appeared in his first long pants. He looks dignified indeed! (And he wears socks, too, if you please!)

J. H. Lindsay, rodman, Engineering Corps, Division Engineer's Office, was suddenly called to Chicago recently because of the illness of his father-in-law.

Miss Mary Marker, stenographer, General Superintendent's Office, knows for a

certainty that she won't give up her stenographic position this year. She fell up the steps one day last week, and of course we all know what that means.

The body of Lieut. A. J. Mountain was brought home and was buried on Tuesday April 18 with military funeral. Lieut. Mountain was a resident of McMechen and a former employe of this Company as clerk at Benwood. He was killed in battle five years ago.

The accompanying picture is of Lady Jean Fairfax, a thoroughbred Scotch collie, owned by our file clerk, Miss Jean Pell. Lady Jean is four years old. She has made her home with Miss Pell nearly all of her doggie's life.

Car Distributor Fred M. Powell is the proud father of a baby daughter, born on March 18. Mr. Powell says 18 years from now he'll show us the prettiest girl in the world. We don't doubt his word in the least.

Supervisor J. A. Roberts, Wheeling Division Short Line Sub-Division, also has an addition to his family. Triplets! And all girls!!! Congratulations, Mr. Roberts!

A sad bit of news is the death of A. J. Wells. Mr. Wells was signal maintainer on the Wheeling Division and was well liked by everyone. We wish to extend our sincere sympathy to the bereaved Mrs. Wells.

More congratulations! Mr. Stork visited the Kindelberger's on April 2. The next day "Ed" was passing around cigars. It's a boy! "Ed" is C. E. Kindelberger on the engineering corps, Division Engineer's Office, Wheeling.

Frank Ackerman is the proud and satisfied owner of a new Buick roadster! Sunday one could see him spinning around in his new car with a friend. Mr. Ackerman's smile was broad. Oh, ye friends in Baltimore, take notice!

### Holloway, Ohio

Correspondent, O. R. TELLE

Mr. and Mrs. F. W. Geer are the proud parents of a new baby girl. Mr. Geer was formerly employed as supplyman, third trick, at this station.

The position of general yardmaster, Holloway, is again made vacant by the promotion of former Yardmaster Booth to a new position at Fairmont, W. Va. We extend to Mr. Booth our best wishes for success.

We have with us now Mr. Pitcher who succeeds Mr. Booth as general yardmaster. Please accept our hand, Mr. Pitcher, in extending our hearty cooperation to you and wishing you success in your new position.

If you wish to be a successful farmer we would advise that you talk with our smiling roundhouse foreman, R. W. Livingston, who is managing a small ranch just across from the shops. "Livy" says if he had just raised one more hog and about one dozen more chickens he and his wife could be living a retired life at present.

All employes at the shop unite in expressing their sympathy to Mrs. Palmer and family in the loss of their beloved husband and father. Mr. Palmer's death came as a sad surprise to all who knew him. He was formerly employed at the shops as an electric welder and was an efficient workman.

The March issue of our MAGAZINE certainly contained an item of interest to E. D. Kirk. He was intently pouring over the last page of the MAGAZINE and,





FROM THE GENERAL MANAGER'S OFFICE, CINCINNATI

Left to right: Edwin W. Spille, pass clerk and Magazine correspondent; J. A. McCabe, stenographer; Walter K. Noe, assistant chief clerk; Mae Agen, comptometer operator; E. F. Medosh, stenographer; Charlotte Lauther, comptometer operator; Arthur Lauther, clerk; August Duesing, assistant file clerk; Joseph A. Barron, stenographer; Katharine Nock, file clerk; "Judge" Holmes, a visitor from the Baltimore Veterans' Association; John Gruhler, general clerk; George Lang, Jr., clerk; Ruth Murdock, stenographer

upon investigation it was found that he was reading an advertisement entitled "A New Way to End Your Roof Troubles." Say Kirk, we didn't know you were conscious of your ailments.

**Western Lines**

**General Offices, Cincinnati**

Correspondent, E. W. SPILLE



Emil G. Swepston

**Honor for Baltimore and Ohio Boy**

The accompanying photograph is that of Emil G. Swepston, former M. C. B. clerk and timekeeper, Storrs, Ohio. Mr. Swepston started to work for the Baltimore and

Ohio at Storrs as clerk, in 1908, during vacation, and has been with us every vacation until the present time. Having graduated from high school in 1912, he went to work for the Baltimore and Ohio and in 1916, entered University of Cincinnati as a Pre Medic. He is in the graduating class of this year. He, with four other seniors, has been admitted to membership in the Alpha Omega Alpha Fraternity at the College of Medicine. Membership in this fraternity is considered to be the highest scholastic honor obtainable by a member of the graduating class of a medical college. Mr. Swepston will be well remembered by all his associates in the Railroad for his pleasing and willing ways. He takes with him into his new field the best wishes of all who know him.

The accompanying photograph is that of Baltimore and Ohio Police Officer Clyde L. Cramer, who was killed April 16 by being hit by engine at Elmwood Place, Cincinnati, Ohio. Mr. Cramer was one of our efficient officers and was on duty at Elmwood Place when he stepped from behind a passing train in front of another coming down the opposite track. His death is keenly felt in the Police Department at Cincinnati, as Mr. Cramer was well liked by all his associates. He is survived by a widow and two small children, to whom we extend our sincere sympathy.

**Cincinnati Terminals**

Correspondent, JOSEPH BEEL

"Little Sunshine," the first trick crew dispatcher at Ivorydale, better known to his associates as "Henry," surprised the forces one day last week by smiling. The reason, we are told, is that Frank Witwer, the Beau Brummel train caller, came to work with a white collar attached to a blue

shirt. The wearing of the white collar in itself is not significant but the reason for the extra finery is what made Henry smile. It is understood that Frank has a thrill in the neighborhood of Winton Place.

Conductor F. J. Richter, Toledo Division, has proven to be one of Cincinnati Terminals most active workers for Safety. There is nothing that escapes the observant Fred, and his reports have added materially to correcting unsafe practices in the Terminal.



The Late Clyde L. Cramer

With the coming of Spring, a young man's fancy turns to love. So it is with Ralph Diamond, yard clerk at Elmwood



OFFICE FORCE OF SUPERINTENDENT OF TRANSPORTATION, CINCINNATI, OHIO

Left to right, front row: Miss Alice H. Conroy, stenographer; Miss Ruth L. Beitzer, statistical clerk; Miss Amanda M. Gaiser, secretary; Miss Phyllis Meiers, stenographer; Miss Rose Stutter, stenographer. Back Row: J. J. Flanagan, passenger clerk; Thos. J. Murphy, chief clerk; C. R. Elkins, assistant superintendent transportation; W. C. Morrison, assistant chief clerk; C. J. Armstrong, station service inspector; Robert P. Burns, stenographer; A. W. Knapp, statistical clerk; C. J. Moeves, assistant car distributor; G. M. Wilhelm, car distributor; Howard Pancoast, file clerk; Russell C. Kistner, assistant file clerk; George Lange, office boy; W. C. Andrews, clerk; O. H. Von Bion, statistical clerk; F. J. Hornbach, embargo clerk; C. A. Hornbach, statistical clerk



and it is apparent that the young lady of his dreams is some culinary artist. This is substantiated by the delicious fudge that Ralph passes around every Thursday and Monday mornings.

Joe Winterfeldt, the popular caller at Stock Yards, had the misfortune to sprain his ankle on March 21, while in the performance of his duties. However, we are glad to know that the injury is improving rapidly and "Mose" will be back on the job soon.

In speaking of the "Think and Act Drive," J. L. Flanagan, our chief clerk at Elmwood, said: "The real purpose of the drive was successful. We found that we not only had thinkers in the Cincinnati Terminal, but also actors. Arthur Tanner, quite a saxophone player, and Roy Sayferle, quite a singer, showed by their reports that they were in a class by themselves in the drive."

Harbingers of spring are all around us at this season of the year, but a sure sign of the time is the exasperating Coleman at Elmwood, chuckling to himself about the chances the "Reds" have this year—and the best he can figure is eighth in the row.

"Bill" McGinley is still wearing his Easter Togger!!!! Watch out, Girls!

"Tommy" Bowns, the little trainmaster of the Toledo Division, is back on the job, cutting 'em loose and keeping the Dayton boys busy taking 'em in. Incidentally it is not known whether "Tommy" is going to buy a new auto or another canary bird.

"Blue Moon"—not an opera, but a brand of treated Burley, is Kelly's new dish.

Not that the boys of the Ivorydale Shops crave any distinction, but they are sorry to hear that Colonel Brown and "Mike" Neal, composing the heaviest bull gang of the entire system, will soon accept a tempting offer to enter circus life. Colonel Brown tips the scales at exactly 404 $\frac{3}{4}$ , while Neal runs a close second at 403 $\frac{1}{2}$  wearing nothing but a smile.

MacNamara was overheard to say to one of his friends that he does not at all mind dying, but he surely would hate to lose his highly prized seniority.

One of the most popular men in the shop was married on February 28. What do you mean, "Bill?" There are more boiler-makers now than there are jobs. However, here are our congratulations!

**FOR SALE**—Twenty-year old horse, perfectly sound except for one stiff leg and one bad eye. The only reason for selling is the fact that the public drinking troughs have been removed. Liberty Bonds accepted as part payment. Apply George Roush, Elmwood Farm.

"Bob" Hopwood thought that he would like to have an 'a la rouge complexion, but forgot to figure the cost. How soon did you say you were going to bathe in the river again, "Bob?"

"Pansy" says the only difference between a rich man and a poor man is that the rich man owns a twin six and the poor man has six twins.

Since John Zureick repaired his car, we fail to see what use he will get out of his Klaxon.

We wish to extend our sympathy to Boilermaker "Jos." Speier, at Ivorydale, who recently lost his mother.

We also wish to extend to Robert Gabriel, clerk in General Foreman's Office, our sympathy in the death of his grandfather, Mr. Richard Gabriel. Mr. Gabriel was almost ninety-seven years of age at time

of his death and was one of our veterans, having worked for the Railroad for 56 years.

Hurrah for the boys in the boiler shop who have come forward with MAGAZINE news! We hope other departments will take notice and show their colors.

#### When you ride the Baltimore and Ohio

By G. B. S.

When you ride the Baltimore and Ohio  
With a river by its side,  
It will show you charms a plenty  
As around its curves you glide.

There's no use in getting worried,  
Take it easy while you can,  
For our Road is built on Safety  
From its chief to sectionman.

The trains are well inspected  
By a man they call "Car Jack"  
If he finds one in bad order  
It's sent to our shop track.

So you see it's always Safety  
When you're riding on our train,  
Section men are always watching  
For all defects on the main.

The trains are electric lighted  
There are fans to keep you cool,  
And at your destination  
There's the porter with his stool.

He will help you to the platform  
Beside the railroad's shiny track.  
And when your journey's ended,  
Our good Road will take you back.

Have you heard "Joe" Speier's latest song hit? It's called, "When the Rolls are Rolling in the Flues." Some hit!

Newlyweds desiring information as to how to greet their wives will be duly instructed by Coney Fey, who will gladly impart what knowledge he has on the subject, as well as his own personal experience.

"Dick" Haas says that the Oakland is right there when it comes to all around performance. He claims it makes all hills on high. Which way, "Dick," up or down?

Lost, blown away, or stolen: One khaki shirt—owner, "Sam" Brookes. Will finder kindly return shirt as soon as possible to avert the buying of another Sunday shirt, now being worn during the week?

Did you ever hear of a fellow entrusting a diamond ring to another? That was the story "Bill" Leonard tried to make us believe the other morning. Now to make the story complete, "Bill," tell us how she liked it.

Hickory, Dickory, Bill  
Works just like a still  
He chews his gum  
'Till his jaws are numb  
Hickory, Dickory, Bill.

### Newark Division

Correspondent, B. A. OATMAN

#### Newark, Ohio Station

Oh, look who's here! Most of you know the two young ladies on page 64, but for the benefit of our readers who are not yet acquainted with them, we present Miss Mary Gainey (left), labor distributor, Division Accountant's Office. Miss Gainey, as assistant correspondent in the depot offices, helps to make the Newark Division section of the MAGAZINE a success. The other is Miss Lavern Seymour, secretary to W. E. Laird, chief clerk to division superintendent, a busy little body, who turns out correspondence just like a printing press.

The photo in same group on page 64 shows engine 173 as it was standing at the turn-

table at Columbus, Ohio, just prior to its being sent west to Purdue University as a gift from the Baltimore and Ohio.

This type of locomotive was known as the "Camel Back" and will be remembered by our older employees. The fireman had to go down the stairs at the rear of the cab to the tender, then fired the engine from the tender which was on a line with the fire box door.

The cab is large and roomy, resembling a sun parlor in which the engineer and fireman had their quarters when engine was out on the road or in yard service. Engineer J. A. Shaw is seen in the cab at the front. He moved the engine from Newark to Columbus. His fireman is shown next, and just outside the cab is Edgar Kimes, hostler at Columbus, Ohio.

In our picture gallery we see Walter and Robert Board, sons of Rate Clerk Harvey Board, freight house.

Yardmaster James Varner has graduated from the Ford owner's class and is now the proud possessor of a Chevrolet. "Jim" and his family of six look very comfy in their new car.

Effective April 1, the Newark Division has standardized the power on the two main sub divisions, Newark to Benwood, and Newark to Willard, by adopting all Q-1-A engines. This will have a good effect in the despatching and moving of trains. You can always find Newark Division leading the others when it comes to bettering conditions or improving the service.

We are informed that our handsome and genial general yardmaster Charles Powers, Zanesville, Ohio, was recently married to one of Zanesville's charming young ladies. Not being fortunate enough to be personally acquainted with Mrs. Powers, we can only extend our congratulations. After knowing Charles as we do, we know that he exercised his usual good taste and judgment in choosing a wife. A toast to you both! May you enjoy a long life and a happy one!

The April issue of the *Hot Box Journal* carries the following:

"A journal box is a small and innocent appearing appliance. But when it gets hot, it disarranges the entire schedule of a whole division and causes untold trouble to train crews, untold difficulty to the despatchers and incalculable expense to the railroad."

We have just received a supply of Willson Industrial Safety Bulletin No. 115-S for our bulletin boards. This poster was put out by the Willson Goggles, Inc., Reading, Pa. It shows a pair of goggles in one hand and an artificial eye in the other hand and the words "TAKE YOUR CHOICE."

This bulletin is food for thought. Would you give up your good eyes when you could retain them by simply obeying the Safety rules of the Baltimore and Ohio, which state clearly that goggles must be used when handling any kind of work where the eye may be injured by flying particles? Mr. Head, Safety Department, follows this particular violation of the rules closely. If you are called on the carpet for not wearing goggles when you should have done so, do not get "wrathy" about it, but just think of the bulletin mentioned above. TAKE YOUR CHOICE—eyes or goggles.

#### An Up To Date File Room

To find a file room which you can say is positively up to date is a rare occurrence, but we happened to take a peep into the file room of the Freight Station, Columbus, Ohio, and were amazed to see such a systematic place, everything right up to date and records for past eight years right in front of you. You could locate any day's business in 1914 just as easily as you could



any day's in 1922. The file room is well lighted and ventilated, with plenty of room at the base of each set of shelving, so you can spread out your work and check with the file records. It is certainly a pleasure to look up file records in such a tidy and well kept place.

**Heavy Freight Facilities**

When shipments weighing 45,500 pounds are delivered to any freight house for unloading, you certainly must be equipped to lift and place such immense loads.

We noticed a shipment of a transformer for the Columbus Power and Light Co., standing in the Columbus Freight station yards. On inquiry we found that it was billed at 45,500 pounds and that the electric crane at the freight station would easily handle the immense piece of machinery. In order to see that we were being advised correctly we sauntered around and waited for the big crane to show us what it could do. The crane raised the transformer and set it on an eight wheel truck provided for its removal just as easily as you could imagine. We also found that the Baltimore and Ohio is the only road entering Columbus which has the facilities for handling material of this kind and it is necessary for competing lines at Columbus to set heavy material at this crane for unloading. The Baltimore and Ohio is well equipped to handle any kind of freight offered.

**Crosby's Plight**

By A. S. Wahl, Yard Clerk

Our friend Crosby is some sensation  
Dancing with the ladies! What exhilaration  
With swaying feet to Syncopation  
As graceful as the whole creation!  
With his friend down to the station  
Prancing gayly with elation,  
Smiling broadly in anticipation,  
Of the whirling gay gyration!

The slippery floor would not stay put  
Where Crosby had it under his foot  
His foot slipped up, his head came down—  
My goodness, Crosby, you'll break your crown.

Quickly recovering, he brushed his coat  
"No dance floor yet has got my goat,  
I'll finish this dance if it takes a year—  
What makes your face so red, my dear?"

"We'll finish this dance and eat our feed  
Then quickly home in my car we'll speed,  
There await another invitation  
To the realms of fox trot syncopation."

The "auto bug" seems to have been working overtime of late. We notice three new cars running around bearing the initials, "F. E. C.," "W. E. L.," and "D. S. G." We are expecting to receive an invitation soon to take a ride and pass on the good qualities of each individual car.

We are indeed grateful to Lee Moore, director of Public Works, Newark, Ohio, and a former employe of the Baltimore and Ohio as draftsman. Newark is to install a filtration plant costing approximately \$125,000. Mr. Moore has included in the contracts for the furnishings of all material for the plant, that the material must be routed to Newark via the Baltimore and Ohio. Many thanks, Lee!

**John S. Price**

Born on October 2, 1853. Died on April 11, 1922. John S. Price was born in Columbus, Ohio, October 2, 1853. On August 25, 1868 he entered the service of the Baltimore and Ohio at Bellaire, Ohio, as messenger boy. On October 1, 1869 he was made clerk, Bellaire Freight station. On October 1, 1871 he was promoted to assistant check clerk. On March 25, 1882 he moved to Zanesville, Ohio, and took the position of

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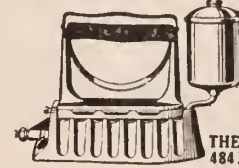
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**NEW MONITOR SELF-HEATING IRON**

AGENTS SEND FOR FREE OUTFIT OFFER

\$60 to \$80 a week actually being made now by men and women. The original—the best—the lowest priced. Nickel plated—looks good—makes good—sells fast—guaranteed. No experience needed. Women as well as men. Exclusive territory. Work all or spare time. Mrs. Stockman, Lansing, sold 10 in half a day. Pearman, Ky. made \$10 first week. Liberal terms. Prompt service. Write today.



THE MONITOR SADD IRON CO.  
484 FAY ST. BIG PRAIRIE, OHIO

Maintenance of Way clerk. On March 1, 1886 he was transferred to Newark in a similar position but returned to Zanesville on September 1, 1889. Here he was made chief clerk, Maintenance of Way Department. On January 1, 1902 the Maintenance of Way offices were moved from Zanesville to Newark, necessitating Mr. Price's return. On May 1, 1910 he was made account clerk for the division, and on December 16, accountant for the Columbus and Newark sub-division, handling the accounting for the joint tracks between Newark and Columbus.

Mr. Price was held in high esteem by everyone who came in contact with him. He was a loyal employe and always had the interests of the Baltimore and Ohio at heart. He was an active member of the Relief Department Advisory Committee for many years. He made continued efforts to better the conditions and increase the pension allowance of the Baltimore and Ohio Veterans. He was secretary of the Newark Chapter, where he was an earnest worker.

John Doyle and Mr. Price did everything in their power to secure for Newark the annual Veteran's picnic for the System; they succeeded, but both have been called from our midst just at a time when they would be able to enjoy this pleasure.

Mr. Price was married to Miss Amelia Hart, Zanesville, Ohio, on May 10, 1876. His wife died on May 15, 1918. To this union three sons were born, J. V. Price, chief clerk to freight agent, Columbus, Ohio; Franklin N. and George L., both of Youngstown, Ohio.

Mr. Price's untimely death was brought on by a stroke of apoplexy on January 26 while at his desk in the Division Accountant's office.

Funeral services, which were held in the First Presbyterian church on the afternoon of April 14, were largely attended, all departments of the Railroad being represented in person and by floral designs which accompanied the casket to its last resting place in the Cedar Hill Mausoleum.

The heartfelt sympathy of every department employe is extended to the three surviving sons and relatives.

George D. Kuhn, Sr.

Born on May 22, 1840. Died on March 28, 1922.



Howard Hombe's habitual habit of visiting hidden halibuts' habitations ends as usual—but ask Howard, he knows



Mr. Kuhn entered the service of the Railroad on November 23, 1879 as boiler-maker. He continued in this capacity until 1884, when he had his back injured by being caught between two boilers. His injury necessitated his retirement from active service for a period of ten years. He re-entered the service as watchman and continued for eight years in this position; he was then made boiler-maker helper, but his injury forced him to retire again, and he was pensioned on September 18, 1905. George, as he was known among the Newark shop employes, always had the interests of his fellow employes at heart, and often made visits to the shop to see the old comrades who will miss him.

Mr. Kuhn was married to Miss Julia Sanders on July 22, 1860. He leaves to mourn their loss, his widow and one son, Arthur, of California, five grand children and three great grand children. Newark shop employes extend their sympathy to the widow and family.

We are glad to present a picture of Lillian M. Gartner, age twelve, oldest daughter of Assistant Day Roundhouse Foreman Charles H. F. Gartner. It shows Miss Gartner as she appeared when confirmed on Palm Sunday, April 10, at the St. Paul Lutheran Church.

On March 13 Car Inspector H. Norman, Zanesville shops, was sent to Sonora, Ohio to make repairs to a Q. D. load which had broken an arch bar. On arrival Mr. Norman found that it was necessary to have a blacksmith make weld in the arch bars and that this would necessitate further delay to the car if arch bars had to be sent to shop for repairs. Mr. Norman moved the arch bars to the smith shop in the village at Sonora, had the work done, and paid for the repairs. He was later reimbursed by the Company for his expense. Such interest as this deserves credit and Master Mechanic Cooper commended Mr. Norman for his action.

Superintendent Kruse in his circular letter of April 8, has called attention to the importance of closely following up the Think and Act Drive at the various stations on the Division. Renewed and continued close

attention to these matters will undoubtedly be productive of great benefits in various ways, especially in a reduction in claim payments. The results to date have been satisfactory and this drive is certainly worthy of the best efforts of every employe whose duties bring him in touch with conditions which can be easily corrected by a little thinking and acting. Get out your Forms 1755-B and get busy.

#### "Getting Them Out On Time"

On March 5, engine 5091, Train 49, dispatched from Newark, made its run to Sandusky. When the engine was uncoupled from the train, it was found that the throttle had become disconnected. Foreman Honenberger, Sandusky, Ohio, had engine moved to the Round House, where he knocked the fire, blew steam off the engine, lifted dome cover, and by bending down over the throttle valve at dome opening, found that the throttle box had come loose from side of dome, falling over and stripping the nut off bottom of auxiliary throttle valve. It was necessary to work over flues with hot steam raising through dome opening, remove, repair and apply throttle box, auxiliary throttle and rigging.

Train 49 arrived at Sandusky at 1.20 p. m., engine was repaired, gotten hot, and left Sandusky on Train 48 at 4.05 p. m., an "ON TIME" dispatchment. Mr. Honenberger performed this work in less than two hours and forty-five minutes. Notation similar to the above has been made on Mr. Honenberger's service record, and Superintendent Kruse had commended him for his personal interest in handling the situation, which required speed as well as lots of grit.

#### Columbus, Ohio Station

Correspondent, MISS EDITH ROACH

On the evening of March 28, Mrs. E. J. Funke, wife of our freight house foreman, entertained the Baltimore and Ohio Girls' Sewing Club. The evening was enjoyed by all. Music was furnished by Miss Ruth Funke, daughter of the hostess. A surprise was handed to all in the form of two small hearts folded together. On opening them up, two pictures and a dear little verse announcing the engagement of Miss

Kathryn Funke and Ray Jones, appeared. Miss Funke is transfer clerk, Columbus Freight Office, and a sister of E. J. Funke. Mr. Jones was a former rate clerk in Columbus office but during the past year he has been with the Hocking Valley Railway at Columbus.

Several changes have been made in our office in the way of promotions. R. J. Kenney has been assigned to rate clerk, account promotion of D. H. Reese to rate clerk in Division Freight Office, Newark, Ohio. William Davis is promoted to correction clerk, Edward Dauer, to cash clerk.

Claim Clerk and Mrs. R. E. McCuen are the proud parents of a son, Robert Cameron, born April 7. Mr. McCuen will be remembered as an operator, who worked in that capacity for several years at points on the Newark Division.

Our sympathy is extended to our Chief Clerk J. V. Price in the loss of his father, John S. Price, of Newark, Ohio.

Miss Marie Brink entertained with a six o'clock dinner at her home in Grove City on April 7, in honor of Miss Kathryn Funke, bride to be. The guests were the six girls, Anna Browne, Hazel Cashner, Cecelia Carter, Dorothy Funke, Edith Roach and Kathryn Funke.

Miss Anna Browne and Hazel Cashner entertained at the latter's home with a miscellaneous shower in honor of Miss Funke on April 11. The guests were the members of the Sewing Club and a few of their friends. The evening was spent in playing games and jokes on the bride to be, ending up with the singing of some appropriate parodies written for the occasion by Mr. Ralph Dodds, a former clerk in our office, now with Senator Willis in Washington, D. C.

Miss Brink, Miss Cashner, Miss Funke and Miss Roach entertained Miss Anna Browne on her birthday, March 23, by taking her to dinner and to the theater. All Miss Browne wanted was FISH and that was what she got. Miss Browne certainly enjoyed the hospitality of her friends, and says that when pay day comes again she will take herself out to a dinner.

Miss Kathryn Clifford, who has been in poor health for some time, has taken a furlough. We hope that she will be able to be with us soon again.

The Misses Lillie and Bess Sites have moved to their new home at Grove City.

#### Mansfield, Ohio

Correspondent, C. R. STONE

E. N. Kendall, division freight agent, Newark Division, recently spent the day at Mansfield, calling on the various manufacturers of the city relative to traffic movement.

Traveling Passenger Agent G. R. Dugan, was in the city recently in the interests of passenger business. He spent the day with our local agent, G. F. Sellers.

Traveling Passenger Agent S. E. Corbin, Canadian Pacific Railroad, was in the city recently, calling on our local ticket agent relative to passenger business out of Mansfield.

On March 12 the new bill of lading was discussed at the traffic managers' meeting held at Mansfield. The new regulations went into effect on March 15, and there are a number of changes in which the shippers are interested. The new bill of lading was explained by Traffic Manager J. C. Custer, Barnes Manufacturing Co., as well as by E. C. Doudna, traveling freight agent, Newark, Ohio. The interests of the railroads were looked after by representatives of the Baltimore and Ohio, Erie, and the Pennsylvania Railroad Companies.



#### NEWARK OHIO FOLKS

Upper left: Engine No. 173, a "camel back" presented by the Baltimore and Ohio to Perdue University. Upper right: Misses Mary Gainey and Laverne Seymour. Lower center: Miss Lillian M. Gartner. Lower right: Little Walter and Robert Board. Lower left: Photograph of dining car steward, J. F. Holzhauser, which was included in this block in error



**The Ten Commandments of Business From Book of Impressions**

1. Handle the hardest job first each day: easy ones are pleasures.
2. Do not be afraid of criticism, criticize yourself often.
3. Be glad and rejoice in the other fellow's success; study his methods.
4. Do not be misled by dislikes; acid ruins the finest fabrics.
5. Be enthusiastic; it is contagious.
6. Do not have the notion that success means simply money making.
7. Be fair, and do at least one decent act every day in the year.
8. Honor the chief; there must be an executive to everything.
9. Have confidence in yourself and make yourself fit.
10. Harmonize your work; let sunshine radiate and penetrate.

**Sandusky, Ohio**

Correspondent, Miss I. C. MARTIN

Charles O. Abele, waybill clerk, treated the force on the first day of Spring. A fine baby daughter has arrived at his home.

Mrs. J. S. Kinney recently went to the Grand-Rapids, Michigan, hospital for an operation; we wish for her a speedy recovery.

Charles F. Doerflinger, a pensioned employe, died at the Good Samaritan Hospital, Sandusky, Ohio, on March 30.

**Akron Division**

Correspondent, J. A. JACKSON

The youngest and the biggest baby of the bunch—the new Akron Division. We welcome you, and wish you well!

With the consolidation of the Cleveland and New Castle Divisions into what is now known as the Akron Division, with headquarters at Akron, Ohio, comprising 694 miles of main track and 449 miles of side tracks, or a total of 1143 miles, the new division will rank among the largest of its kind in the United States. Superintendent D. F. Stevens is in charge, and has surrounded himself with an efficient staff of officers. The united efforts of all employes, if put forth in the channels of co-operation, will assure the officers of success in the operation of this, the "Baby Division" of the System.

The names of the officers of the new division follow:

- Superintendent—D. F. Stevens, Akron, Ohio.
- Trainmaster—C. P. Angell, . . . Akron, Ohio.
- Trainmaster—J. P. Dorsey, New Castle Jct., Pa.
- Trainmaster—J. E. Fahy, . . . Lorain, Ohio.
- Trainmaster—J. Fitzgerald, Massillon, Ohio.
- Master Mechanic—J. A. Tschuur, Akron, Ohio.
- Division Engineer—E. J. Correll, Akron, Ohio.
- Road Foreman of Engines—J. L. Shriver, Akron, Ohio.
- Road Foreman of Engines—W. E. Sample, New Castle Jct., Pa.
- Road Foreman of Engines—P. C. Loux, Lorain, Ohio.
- Division Operator—M. E. Tuttle, Akron, Ohio.
- Chief Train Dispatcher—C. M. Trussell, Akron, Ohio.
- Division Accountant—S. H. Jewett, Akron, Ohio.
- Division Claim Agent—G. W. Hesslau, Youngstown, Ohio.
- Division Storekeeper, H. A. Lockhart, New Castle Jct., Pa.
- Division Storekeeper—C. H. Rothgery, Lorain, Ohio.

Medical Examiner—Dr. F. Dorsey, New Castle Jct., Pa.

George Broadbeck, electric welder at New Castle Junction Shops, has been nicknamed "Daddy" as the result of the first visit from old Doctor "Stork," who arrived on Sunday, April 2 with a bouncing ten pound boy, George, Jr. George is just about the happiest man around the shops and is receiving the customary congratulations from a host of friends. Good luck, George, and many of them, but where's my cigar?

Chief Dispatcher J. A. Phelps, New Castle Junction, was called to Peoria, Ohio, by the death of his mother on Thursday, April 6. The sympathy of his fellow employes is extended to him in his great loss.

Rumors are flying thick and fast that Cupid's dart is shooting his little arrow from the Division Accountant's Office, aiming straight, and hitting the mark every time in the Freight Office. Hurry up, Walker, let's have the news for the next issue.

Congratulations are in order to Inspector of Accounts and Mrs. P. B. McDowell, on the arrival of a baby boy, on Sunday, April 2. The little fellow has been named Joseph. No cigars, please.

Employes of the Division Accountant's Office enjoyed a farewell dinner in the Elks Club, New Castle, on March 28. The dinner was given as a courtesy to various employes in this department who will be located in the new headquarters at Akron, Ohio. Special guests included Superintendent and Mrs. D. F. Stevens and W. R. Pitt of Baltimore. Chief Clerk W. J. Thatcher acted as toastmaster of the evening, and introduced Mr. Stevens as the first speaker. Mr. Stevens gave an interesting and instructive talk on the spirit of good fellowship and its relation to the successful operation of the Railroad. Mr. Pitt related some humorous tales of his railroad experiences and dwelt on the methods of modern railroading. Division Accountant P. H. Groscup was the last speaker on the program. His remarks were interspersed with expressions of the friendship in which he held the members of his office force. The Committee in charge of arrangements included W. J. Thatcher, chairman; Fred Ellis, Whan Poole, Ruth Dufford and Gladys Keelan.

**Cleveland**

Correspondent, A. F. BECKER

The last meeting of the School of Accounting was held as a surprise to S. H. Jewett and H. L. Vermilion, at the residence of Mr. Jewett. The guests of honor were Mr. and Mrs. J. E. Fahy. The meeting place was at the Public Square, and the crowd went out in a body to his residence, but they wore about a quarter of an inch of shoe-leather in finding his ranch. The night, a wet one, took all the shine and polish off everyone except Louie, the office boy, who brought his long pants with him.

You ought to have seen the expression on Samuel's face when he looked out the window and saw the gang coming toward the front door. I'll bet he thought the war wasn't over. Nevertheless he welcomed us all, and Mr. Vermilion (H. L. V.) was at the back door starting for Flora, when he heard the commotion.

We played games, danced and sang. The music was furnished by F. S. Scroggie and Miss M. Roberts. John Jewell brought along his fiddle case—he must have been going to carry home his lunch.

We played putting on the donkey's tail. Frank Hert got the booby prize. He thought the donkey was an elephant with two tails. He got his Easter Eggs, but he needs them.

\$5.75  
Per Month

Illinois



The 21-Jewel  
Bunn Special  
made for  
Railroad Men

Send No Money

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. Guaranteed to pass inspection on any railroad.

After Trial a Few Cents a Day

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Miss Winters won first prize, a handkerchief. "Mike" Walus is going to get a job in a tire shop blowing up tires; he now can blow out matches.

Our little flappers were there: Lena Beil and Mary Beggs, full of pep and ready to shake a shimmy. The party went along alright 'til someone said "Let's eat," and the music stopped short.

After our lunch a box of good cigars was brought out and all the men had a smoke, as we had a fund. After lunch, Miss A. Beaumont presented Mr. Jewett with a masonic watch charm, and Mr. Vermilion with a gold pencil as tokens of friendship between employes and officers. Miss Beaumont made a presentation speech which was a credit to her.

Listening to the Victrola 'til we all signed our names in the Guest Book, we departed for home, wishing the best to Mr. Jewett and Mr. Vermilion, as this was the last meeting of our school.

George J. Elford, local agent, Dover, was married at Warren, Ohio, on March 14 to Mrs. Nick Nigro. The bride is a graduate of Mt. Marie College, Canton, and an accomplished musician.

The enclosed picture is that of Arthur Marquard, assistant file clerk, Akron, Ohio, known as the "Jazz Hound."

Passenger Brakeman P. M. Carpenter was married on March 23 to Mrs. Murray of Massillon, Ohio.

**Massillon, Ohio**

Correspondent, W. E. BRUGH

"Joe" Yetzer, hostler, recently had much difficulty in getting engine 1140 hot, before being dispatched from Massillon engine house. Some one previously had placed a board over the stack to keep rain from running down into it while a flue was being put in boiler, and board was not noticed on top when fire was started; consequently, "Joe" had a fight on his hands to get engine hot. That is one on him.

Brakeman C. C. Heiser, who was recently furloughed on account of depression in business, has accepted a temporary posi-



tion as crossing watchman, Main Street, Massillon.

A general clean up was made on the Cleveland Division during the first part of April. Our Division is now in about the cleanest condition it has ever been, and all of us can take pride in our general surroundings and the right of way.

Track Walker J. Antonille, has resigned.

**BULLETIN**—Brakeman George H. Brugh shaved off his mustache. It is rumored that a petition was gotten up to have it removed.

#### Can You Imagine—

Chief Clerk Kent Spangler, Freight House, with a cigarette in his mouth?

Agent L. T. Kegler, without his prized mustache?

Repairman "Franz Joseph" Krizan and "John Bull" Appleby, Massillon Rip Track, being very peaceful?

Engineer M. H. Carpenter running a foot race?

Round House Foreman E. Polem driving his Ford at a speed of 20 miles per hour?

Fireman P. B. Hollinger and F. P. Arnold, Dover, Ohio, and L. R. Groff, Massillon, were examined on the Book of Operating Rules and time-table at Massillon, by Trainmaster J. Fitzgerald, on April 12; they are now full-fledged engineers. Good luck to you, boys!

Brakeman G. H. Brugh has taken a four months' leave of absence. Mr. Brugh intends to enter the paper hanging business. Be careful, and do not hang any star boarders (borders), George.

Boilermaker W. E. McGurren, has been off duty for some time because of several broken ribs. Here's hoping for his speedy recovery.

Yard Clerk T. O. Baker has resigned to accept a position at Mansfield as a crane-man in a rolling mill. Good luck to you, Tom!

L. W. "Governor" Myers has re-entered the service as yard clerk, vice T. O. Baker, resigned. We know that "Gov." can handle the work, and we are all glad to see him back with us again.

Austin Sanders, clerk, Freight House, has left the service to return to his home in Tiffin.

The accompanying picture shows Mr. and Mrs. Harry O'Neil and their happy family of eleven children, none of whom are twins, at their home in Cordova, Alaska. Mrs. O'Neil, who is just 37 years of age, is a niece of "Mart" Leahy, operator, New Castle Junction. "Mart" is very proud of this large and happy family of relatives. Mr. O'Neil is engaged in the mercantile business in Alaska.



File Clerk Arthur Marquard

On March 28, engine 5024 in charge of Engineer M. J. Garrett and Fireman J. R. Weller, succeeded in handling No. 13 with nine cars from Akron, Ohio to Willard, Ohio, —a total of 74 miles—on 231 shovels of coal or an average of 5.4 pounds of coal per passenger car mile.

This is an exceptionally good performance, being the lowest that we have any record of.

#### Dover, Ohio

On April 10, formal announcement was made of the marriage of George J. Elford, our local freight agent, and Miss Mary Nigro, of Dover, Ohio. The wedding took place at Warren, Ohio, on March 14. The bride is a graduate of Mt. Marie College, Canton, Ohio, and an accomplished musician. They will make their future home at Dover, and we wish them all success.

Section Foreman C. M. Goodie states that he has the best section on the System; his gang is composed of furloughed brakemen and firemen, and they know what good track means.

Yard Brakeman G. A. Dickey went to Cleveland on a business trip on April 3, and while in the fifth city, made a call on Division Accountant Jewett.

Section Foreman C. M. Goodie was given fair warning recently, when he was notified by the motor policeman to discontinue riding his bicycle on the side walk. He now takes the road. We thought that you knew better than that, Goodie.

Brakeman and Mrs. H. Jordan have returned from a visit with their friends in Wheeling, Washington and Pittsburgh. Mr. Jordan tells us an old story of going fishing while on his trip, but he failed to bring any home to show us. How large was the one that got away, "Monk?"

Brakeman H. W. Kaiser wishes to thank the Baltimore and Ohio employes for their kindness during the sickness and death of his mother, who passed away on April 3.

Coal Dock Foreman Charles Elbert, coming from his country home on the Brandywine Road, in his Sedan, picked up two aged colored women and took them safely to their home on Depot Street. "If you see a kindness done, pass it on."

Fireman R. M. Morrison, known as "Saw Mill Bob," who has been furloughed, has taken a contract to shear all of the sheep in Harrison County. This is a large contract, but "Saw Mill Bob" is the man for the job.



The mother of this big family of eleven children, way up in Alaska, is Mrs. Harry O'Neil, and her uncle, Operator "Mart" Leahy, is mighty proud of her



### Chicago Terminal

Correspondent, T. H. WILLIAMS

No, nothing further about the Anderson-Cordt event just now, but we hope to have something of interest next month.

The bowling season of our league closed on March 30, with close competition between the M. of W. (1921 "champs") and the Lincoln Street Supervisors. After hard fighting the M. of W. repeated, and are therefore considered the 1922 season "champs."

The following is the final League standing:

Team S'tanding

Dept. Team	Won	Lost	Per Cent	Pin Average	High Av. 3 Games	High Game
M. of W. . . . .	51	33	.607	785-78	847 <sup>3</sup> / <sub>3</sub>	896
Supervisors . .	49	35	.583	782-72	876 <sup>3</sup> / <sub>3</sub>	940
Accounting . .	44	40	.524	781-49	855 <sup>3</sup> / <sub>3</sub>	896
Transportation . . . . .	42	42	.500	737-13	799 <sup>3</sup> / <sub>3</sub>	859
Car Accounts . .	41	43	.488	751-57	861 <sup>3</sup> / <sub>3</sub>	939
Stores . . . . .	39	45	.464	728-2	856 <sup>3</sup> / <sub>3</sub>	916
Engineers . . . .	36	48	.429	744-33	820 <sup>3</sup> / <sub>3</sub>	848
Shop . . . . .	34	50	.405	727-55	822 <sup>3</sup> / <sub>3</sub>	922

High average 3 games one night, Supervisors, 876<sup>3</sup>/<sub>3</sub>. Second high average, 3 games one night, Car Accounts, 861<sup>3</sup>/<sub>3</sub>. High game, Supervisors, 940. Second high game, Car Accounts, 939.

What was in the black box which Kilbourne was carrying? Those who know the secret know that summer is here. The black box contains all the latest fishing apparatus known to science. The new edition this year is a radio outfit, so connected that "Bill" will fish with a receiver to his ear. The fish will nibble at the hook and cause a short circuit, ringing bells and also giving "Bill" the busy signal, after which there is nothing to it but pull in the fish. Ask "Bill," he knows—lucky number 00606—Wisconsin Science.

A fashionable new color is to be called "Helen Pink." Lots of folks look that way in pink.

"All that I have accomplished or expect to accomplish has been and will be by that plodding, patient, persevering process of accretion which builds the ant heap particle by particle, thought by thought, fact by fact. If I was ever actuated by ambition, its highest and warmest aspiration reached no further than the hope to set before the young men of my country an example in employing those invaluable fragments of time called 'odd moments'."

Elihu Burrill

Sandy, not feeling well, had consulted a doctor.

Doctor: "Do you drink, Sandy?"

Sandy: "Yes sir."

Doctor: "Well, you must give that up. D'you smoke?"

Sandy: "Yes, sir."

Doctor: "You must give that up too."

As Sandy went quickly through the office door, the doctor exclaimed: "You have not paid me for my advice, Sandy!"

"I'm not taking it," replied Sandy.

Three Scotchmen went to church, each contributing tightly the penny he intended to contribute when the plate was passed. Consternation reigned when the minister announced that this particular Sunday an effort was to be made to raise the mortgage and asked every member of the congregation to make a substantial offering.

During the prayer the Scots held a whispered consultation as to the solution of their dilemma, and reached a satisfactory decision.

One fainted and the other two carried him out.

We regret very much to report that "Joe" Kennedy, chief clerk to master mechanic, Lincoln Street, is still confined to his home with rheumatism. We sincerely hope that he will be back in harness soon, as we all miss him.

We extend our deepest sympathy to Henry Berg, who lost his father during the first part of April.

### Chicago Division Garrett, Indiana

Correspondent, MARGARET A. GALLOWAY

Earl Shull, loc 1 patrolman, was found dead five miles west of Bremen, Ind., during the early morning of April 10. It is a mystery as to whether he met his death by accident or foul play.

Mr. Shull, whose duty it was to protect shipments against robbery, left Garrett on No. 97, about 6.30 p.m. on Sunday. Evidently his absence was not noted by the crew in charge of train No. 97, as his body was not discovered until 1.30 a. m. or about four hours after the train on which he was riding passed the point where his body was found by Conductor A. G. Beeber and Engineer J. M. Young, in charge of Train 294.

When found, Mr. Shull's body was lying between the two main tracks, with the face buried in the gravel of the road bed. His patrolman's club was strapped to his wrist, which is taken to indicate that he was experiencing trouble with train riders. There was a large hole in the back of his head and it is thought that this was caused in the fall from the train.

Mr. Shull was employed in the local shops but when forces were reduced a year or more ago was furloughed and then accepted position with Police Department. He is survived by the widow, three small children, and two brothers.

The body was taken to Bremen and prepared for burial, then it was brought to Garrett on No. 10 on the same date. Funeral services were conducted from the Christian Church at Auburn, with burial in Woodlawn.

Mr. Shull and family had been residents of this place but three weeks, formerly residing in Auburn.

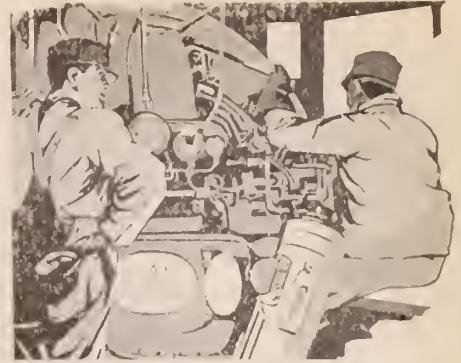
Frank J. Weaver, formerly employed in the local shops as an electric welder, but who accepted a similar position with the Pennsylvania Railroad at Fort Wayne, has been promoted to supervisor of electric welding. In his new position Mr. Weaver will have charge of the electric welding in the shops at Fort Wayne, Logansport, Chicago and Crestline.

J. H. Lantz, shop clerk to master mechanic, has reported for duty after an absence because of an attack of the flu.

Engineer Mcville Ebersole sustained a broken leg when he fell on the icy pavement on March 1. Although still confined to Sacred Heart Hospital, he is improving nicely.

Miss Ruth Creviston, daughter of Engineer and Mrs. F. W. Creviston, who underwent an operation at Sacred Heart Hospital, is also improving nicely.

William Motson, former Chicago Division employe, and brother of Mrs. A. R. Moore, was recently killed in the yards of the Nickle Plate Railroad, at Bellvue, Ohio.



## Get on the right side of the Cab!

A LOCOMOTIVE FIREMAN'S promotion depends largely on the knowledge he shows of the locomotive and kindred subjects at the time he goes up for his examinations.

It behooves every fireman, therefore, to prepare himself as thoroughly as possible so that he will not be found wanting when his turn comes.

Failure to pass means a black mark against your name and the loss of valuable seniority rights.

The best way to make sure of passing that examination with a high mark is to study at home, in your spare time, with the International Correspondence Schools. In just an hour a day you can learn the things you need to know about boilers, their attachments, the best methods of firing and feeding, the construction and operation of cylinders and gears, the management of locomotives, and the construction and operation of engine and air-brake apparatus generally.

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| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> TRAFFIC MANAGER           |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> BOOKKEEPER                |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> Cost Accountant           |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> BUSINESS MANAGEMENT       |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Private Secretary         |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Business Correspondent    |
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| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Good English              |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> SALESMANSHIP              |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> ADVERTISING               |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> Railway Mail Clerk        |
| <input type="checkbox"/> Toolmaker                | <input type="checkbox"/> CIVIL SERVICE             |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER       |
| <input type="checkbox"/> Gas Engine Operating     | <input type="checkbox"/> Electrician               |
| <input type="checkbox"/> CIVIL ENGINEER           | <input type="checkbox"/> Electric Wiring           |
| <input type="checkbox"/> Surveying and Mapping    | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> R. R. Contracting        | <input type="checkbox"/> ADVERTISING ENGINEER      |
| <input type="checkbox"/> Bridge Engineer          | <input type="checkbox"/> Telephone Work            |
| <input type="checkbox"/> ARCHITECT                | <input type="checkbox"/> MINE FOREMAN OR ENGR      |
| <input type="checkbox"/> Architectural Draftsman  | <input type="checkbox"/> Stationary Engineer       |
| <input type="checkbox"/> Ship Draftsman           | <input type="checkbox"/> Airplane Engines          |
| <input type="checkbox"/> Contractor and Builder   | <input type="checkbox"/> AUTOMOBILES               |
| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> AGRICULTURE               |
| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> Poultry Raising           |
| <input type="checkbox"/> CHEMIST                  | <input type="checkbox"/> WIRELESS                  |

Name \_\_\_\_\_ Employee \_\_\_\_\_ 2 1 22  
 Present Occupation \_\_\_\_\_  
 Street and No. \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_

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His foot became caught in a switch, and although Mr. Motson made every effort to stop the onrush of the locomotive, he was caught under its wheels.

The following note appeared in a recent issue of the Garrett Clipper under the notes from Garrett Clipper of ten years ago: "W. L. Robinson, former roundhouse foreman here, has been appointed road foreman of engines of the Baltimore Division, with headquarters at Baltimore. The resignation of W. E. Trainer as traveling engineer was accepted and he is now pulling the throttle on his old run. Engineer George Wilson has been appointed to fill the vacancy and the name of the



office has been changed to Road Foreman of Engines." Both Mr. Trainer and Mr. Wilson are now deceased.

Mr. and Mrs. Frederick Nagel and son John have returned to their home in Pittsburgh, after a visit at the home of Mrs. Nagel's parents, Mr. and Mrs. F. W. Crevis-ton, of South Franklin St. Mr. Nagel is employed in the Accounting Department at Pittsburgh, and was formerly in that Department at this station.

Conductor and Mrs. B. A. Byers were called to Plymouth, Ind., because of the death of Mrs. Byers' father, the late S. J. Nicols. His death was due to shock caused when he sustained a broken hip in a fall recently. Mr. Nicols was well known to local employes as he has made his home with Mrs. Byers for sometime and formerly resided at Walkerton, Ind. He is also the father of E. D. Nicols, Superintendent of the C. M. & St. P. R'y at Eau Claire, Wis.

To all of the following we extend our heartfelt sympathy in their bereavements:

To Coppersmith and Mrs. H. H. Roan and family, in the loss of Mr. Roan's father.

To Car Builder and Mrs. Harrison Grogg and family in the death of their daughter and sister Lucille.

To Chief Dispatcher and Mrs. A. R. Moore in the loss of her brother, William Motson.

To Boilermaker and Mrs. Vern Wisner in the death of their only son.

To Fireman and Mrs. E. C. Ellison in the death of their son and brother.

To Mrs. Earl Shull and family in the death of their husband and father.

To Conductor F. Murphy in the loss of his wife.

To Conductor and Mrs. Byers and family in the loss of Mrs. Byer's father.

To Brakeman J. Davis and family in the death of the wife and mother.

Engineer Alfred Weirich, who for a number of years operated a yard engine in local yards, has been granted a pension and is now making his residence on a small tract of land in Sunny Florida. Mr. Weirich is now past seventy-two years of age and we trust that he will be permitted to enjoy a number of years in the pleasant surroundings of his new home.

Mrs. Kline, wife of Engineer S. T. Kline, who recently underwent an operation at the local hospital, is now improving nicely. Her many friends wish her a rapid recovery. Mrs. Kline is a sister of Engineer E. E. Richards, formerly of this place, but recently of Willard, Ohio.

Word has been received by local relatives of the critical illness of Mrs. Maud Brown, wife of former Machinist C. J. Brown, at her home in Danville, Ill. Mrs. Brown will be remembered as Miss Maud Galloway. She is a sister of Assistant General Foreman A. B. Galloway, and of Mrs. J. F. Gordon, Sr., and until the past few years made her home in Garrett. Mr. Brown is now employed by the C. & E. I. R. R. at Danville.

#### South Chicago

Correspondent, ESTHER SPREENBERG

We were all agreeably surprised when we learned of the marriage of Lieut. C. W. Geenen, Police Department, South Chicago, and "Fame" Hunter, daughter of Thomas Hunter, local electrician at this station. The couple were married at Crown Point, Indiana, on March 25, and are temporarily residing in South Chicago. Our sincere congratulations and best wishes to Mr. and Mrs. Geenen!

F. S. DeVeny, Superintendent of the Baltimore and Ohio Chicago Terminal,

and J. W. Melone, district freight agent at Chicago, paid us a visit the other day. It took a rainy day to bring them out. We hope it rains some more.

Edward Eckert, our messenger, paid a visit to Garrett, Indiana on Saturday, April 8. Did you like the town, "Eddie?"

#### Ohio Division

Correspondent, A. E. ERICH

SAVING COAL AT THE RATE OF A SHOVELFUL A TRIP, means that the Ohio Division will be in the "Saving Column" each month. Why not try it?

Conductor James E. Ford, at present on leave of absence, while in the station at Portland, Ind., overheard a conversation between a party of three and a ticket agent in regard to a trip to Washington, D. C. They had in mind a route over another road. Mr. Ford explained to them that they could go to Cincinnati and take the Baltimore and Ohio train direct to Washington. He also spoke of the different items of interest that could be seen by taking this route and gave them other information in regard to making the trip via Baltimore and Ohio. Mr. Ford's conversation with these people resulted in their purchasing tickets direct to Washington, D. C., via Cincinnati and Baltimore and Ohio. After having tried the Baltimore and Ohio way, of course these people will always want to go that way if possible. More friends and more BUSINESS, thanks to Mr. Ford!

It is with regret that we learned of the death of George W. Cutright, blacksmith, on March 28. Mr. Cutright has been ailing for over two years, and death came after a long, patient and unceasing struggle to regain his failing health. An employe for many years, he made many true and faithful friends, all of whom extend their sympathy to his wife.

We extend to Brakeman H. Bresnahan our sympathy in the death of his sister, Anna.

A. Rea, clerk in Division Accountant's office, is all smiles. "Yep," he says, "got another girl-up at our house." Congratulations!

We are glad to announce that Brakeman E. W. "Curly" Davis, who has been off duty since September because of illness, is again working.

Our sympathy is extended to the family of Train Baggage-master August Wagner, who died March 26, after an illness of several years from a complication of diseases. He was an employe for thirty-eight years.

Fireman F. L. Newton has just returned after being off duty because of illness. We are glad to see him back again.

#### Another "business booster"

Mrs. W. L. Allison, wife of district safety agent, learning that two friends were anticipating a trip to Los Angeles, California, immediately got in touch with the ticket agent in regard to route, etc., insisting that this route call for BALTIMORE AND OHIO from Chillicothe to St. Louis. The trip was taken as per route furnished by Mrs. Allison.

Because of the peace and quiet that reigns (?) around the desk of one of the clerks in the Division Accountants' Office, he has decided to rent one of the drawers in his desk to the mouse family. This family recently moved in and converted the drawer into quite a nice little home. Good luck, "Don."

#### SAFETY AGENT SEZ—

Trainmen and Switchmen: Take this "DON'T" to work with you every day. Don't go between moving cars or engine



Virginia Jean, little daughter of Agent F. C. Segale, Cozadale, Ohio

and car for ANY PURPOSE WHATEVER. The usual reason for going between moving cars is to turn the angle cock, lift pin when the lever does not work, or adjust coupler. Wait until the cars stop. The few seconds time required is a good investment. Many employes are injured and killed every year by failing to heed this caution. Study your schedule but don't forget that the Book of Safety Rules contains some mighty important reading matter.

Brakeman D. M. Jones is receiving congratulations over the arrival of a baby boy.

#### St. Louis Division

Correspondent, H. F. SMITH,

Secretary to Trainmaster, Florida, Ill.

Engines on Trains 53, 54, 55, 56, 57 and 58 are now handling trains from Lima, Ohio, to Louisville, Ky. P-3 type engines are being used to handle these trains on the Toledo and St. Louis Divisions. Effective March 12, through trains formerly operated between Detroit, Toledo and Cincinnati were extended to operate through in both directions between Detroit, Toledo, Cincinnati and Louisville. The using of the Central Union Station at Cincinnati instead of the Fifth and Baymiller Streets station, eliminates transfer across the city. We should not lose any opportunity to acquaint the traveling public with this new arrangement.

That the handling recently given the "Passing Show" Company, Louisville to St. Louis, was highly satisfactory in every way was the expression of Manager Early, who stated that it was his intention to write to Messrs. Shuberts of New York, informing them of our service. This train, consisting of seven cars, left 7th Street Station, Louisville, at 7:32 a. m., arriving Union Station, St. Louis, at 3:16 p. m., making the run in seven hours and forty-four minutes, or sixteen minutes shorter time than asked for by the Passing Show Company. The train was handled by Engineer Owens from Louisville to Washington, Engineer J. M. Berry, Washington to St. Louis and Conductor Cook. Road Foreman of Engines Creager, who rode the train the entire distance, states that handling of train by engineers was excellent, with smooth starts and stops.

The heavy and continuous spring rains have caused a great deal of high water over the division; although no serious trouble has been experienced it was necessary to place sand bags along track at Mill Shoals.

H. J. Ramsey, chief clerk to division freight agent, Florida, has resigned after 16



years of service to take a position with the State Highway Department at Springfield, Ill. C. N. Turns, local freight office, Louisville, has been appointed to fill the vacancy.

Conductor H. H. Bryan, Bridgeport run, has been placed on the pension list. We understand he has been failing for some time with rheumatism. We all regret to see our old friend retire from active service.

Born to Machinist and Mrs. B. A. Day, Flora, a fine baby boy. Eight and one-half pounds, but not the kind of pounds Bernard has been used to.

We had excitement galore and potential heroes everywhere on Sunday night, April 2, when crew of extra 2509, west, passing Aviston, reported doors open and lights burning in station. When the agent, who then was off duty, investigated, he found that the lamps in the waiting room had been lighted by passengers waiting for a train, and had not been extinguished. The excitement then subsided.

Signs of activity around Washington Shops when the Passenger Car Department re-opened under the management of our popular passenger car foreman Frank McLin. We have been getting an output of 25 cars per month. Back Shop forces have also been increased to handle re-conditioning repairs to locomotives.

No small part of the success of the Elk's Minstrel given at Washington, Indiana, during the latter part of February, was due to our employes who assisted. Among the participants from our forces were N. R. Martin, E. A. Dykins, Leonard Bartlett, Earl Harrington, T. J. McCarthy and the Misses Mildred Hemick and Dorothy Fitts.

Congratulations are being extended to Mr. and Mrs. Hubert C. Myron, who were married on April 1. Mr. Myron is third trick operator at Medora, Indiana, and has been in the service for the past six years. Mrs. Myron was formerly Miss Kathleen Schooley, daughter of O. D. Schooley, agent at Vallonia, Ind.

All members of the railroad circle, as well as patrons of our Springfield District, were glad when Conductor Charles Ireland was able again to resume duty, after an absence of several months from sickness. Mr. Ireland, as well as the Company, is extremely proud of his record, which after 49 years of continuous service is without a mark against it. A true exponent of Safety First, he is always watchful for conditions or practices that lead to personal injury. He bears no mark of injury, so common among the "old timers" of the days when Safety was made the butt of ridicule. Mr. Ireland, born in Chillicothe, Ohio, June 3, 1857, first entered the service as an apprentice machinist at Chillicothe, then the Marietta and Cincinnati R. R. (now the Ohio Division) on August 1, 1873. After seven years in the Motive Power Department, during which time he also worked at Vincennes, Ind., he entered train service in 1880, working as brakeman, baggageman and freight conductor. He was promoted to regular passenger conductor on November 8, 1883, and has been running passenger trains for 39 years. When passenger crews were run through from St. Louis to Cincinnati in 1885, Mr. Ireland was assigned to trains Nos. 2 and 3. Records kept by the then General Superintendent Brent showed that during one year on this run he was late only twice. Mr. Ireland vividly recalls both occasions, once twenty minutes and again forty minutes, due to engine trouble. On June 1, 1889, he was transferred to the Springfield District, where he has remained and where he now is conductor on Trains 49 and 40. He is widely known by railroad employes, officials and the public. His courteous and efficient manner of performing his duties, always accompanied by his cheerful smile, has become a standard. We all wish that it will be his fortune to continue in the future as he has in the past.

**Motive Power Department**

Here are "Sonny" and "Nigger." "Sonny" is the two year old son of our popular Machinist F. M. Ruess, Washington Shops.

Another son was born to Night Roundhouse Foreman and Mrs. Walter Mischler on April 8. The young man will be known as "Paul." Best wishes!

The Apprentice School re-opened at Shops on March 27, under the supervision of Walter W. Wagenman, recently transferred from Chillicothe, Ohio, vice J. R. Minter, transferred to Philadelphia.

We are glad to report that the wife of L. A. Smiley, chief clerk to master mechanic, is rapidly recovering after a surgical operation at Rochester, Minn.

Division Master Mechanic J. J. Herlihy has moved his family from Parkersburg, W. Va., to Washington.

The recent epidemic of flu caused the various offices to look like a holiday. We couldn't find anyone who would call it a pleasant vacation.

General Clerk H. A. McCrisaken, Car Department, has been made motive power time clerk, Division Accountant's Office; R. S. Isenogle, enginehouse clerk, has been made general clerk, Division Accountant's Office.

**Accounting Department**

Ask "Sam" when the next Saturday evening dinner comes off.

I. & C. Bill Clerk E. G. Arndt has resigned to accept position with the Missouri Pacific, at Wichita, Kan. We all wish "E. G." success in his new position.



**The Vose Grand**  
 has the incomparable Tone—the one quality above all others which makes a real piano. The exquisite tone of the Vose Grand distinguishes it from all other pianos.  
 We Challenge Comparisons  
 Write for our beautifully illustrated catalog and floor pattern of the Vose Grand, also our easy payment plan.  
**VOSE & SONS PIANO CO.**  
 165 Boylston St. Boston, Mass.

**VOSE**

About all of the force have now become settled at Washington. Even "Shorty" and "Put" finally got over.

When one gazes at our tonnage clerk the mystery of why girls leave home is solved. He surely has a way with the fair sex. (We got this information from one of the fair sex, but don't know how she knows anything about it.)

Understand Ruth traded her pay draft recently but conscientious scruples caused her to trade back. How about it, Ruth?

The spring season has been officially opened by the purchasing of new cars. Miss Bertha Feagans and Earl Harrington purchased coupes and it is whispered that Jesse Hoover will soon be wheeling 'em over the roads in a new sedan. We wonder if he will be alone. But they say that two musicians can never get along.

Messrs. Bier and Isenogle will attend the clerk's convention at Dallas, Texas, in May.

"Mush" is sporting a new diamond. Several have suggested "phoney," but "Mush" says "this is the real thing; believe me, if it is not I am sure out \$1.98."

Our inspector of accounts, W. J. Bassett, is still in Baltimore. "Peeny" won't be able to live in a little town like this when he comes back. We understand he is carrying a club to keep 'em off.

We now have a new man on our payrolls, Barney Google. If you don't believe it, ask "Sam" Newby. He can tell you all about it with the frills.

We had trouble with our clock for quite a while until one night Mr. Martin said he would fix it all right. He did and almost fixed himself. Climbing from the ladder to the safe, he was safe until he started down and found he could not tight-walk the side of a ladder. The clock still needs fixing.

With what esteem a man may be held in the minds of his fellowmen by his daily



Below: Conductor Charles Ireland  
 Above: The little son of Machinist Ruess, Washington Shops

Please mention our magazine when writing advertisers



conduct, was shown in the tribute paid to brakeman Charles McLain, who was fatally injured at Fritchton, Ind., on March 22. Interment was made at his home in Enfield, Illinois, where hundreds came to pay their final respects. Special services were also held at the residence of F. F. Kellums at Flora, Ill., where he had made his home for several years. At both places all business houses were closed during the funeral and a special train run from Flora to Enfield and return. At the cemetery extensive and impressive services were delivered by the officers of the I. O. O. F. lodge of Flora, then that of the B. of R. T. and finally by the American Legion. There were six posts represented, with 100 men in uniform. Commander Carl Montgomery was in charge, with Captain Elliott, of the Carmi Post, taking charge of the firing squad at the close of the services. The body of the deceased was conveyed to the cemetery in military style on a flag-draped caisson, drawn by four black horses. Through the death of "Mack," as he was known, noted for his cheerful disposition and clean code of living, an excellent employe and a valuable citizen has been lost and our sincere sympathy is offered.

### Toledo Division East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

From Detroit, Michigan, straight through to Louisville, Kentucky, Pullman and dining car service are excellent. The most efficient service that railroad skill can produce, and an excellent ride over the Baltimore and Ohio. This will be glad news to the traveling public, especially to the ball players from the American Association; it will enable them to jump all around the circuit with a great saving of time and money.

A number of our honored Veterans are still talking about their meeting held at Dayton, Ohio. It is pleasing to hear the comments on the good will and the pleasant memories it brought back of years ago. Yes, they say it was the best ever.

Some talk of having a general re-union of the Baltimore and Ohio employes at Dayton. We hope that this materializes, as it will be a grand gathering of mothers, wives and sweethearts, and will mark an epoch in the lives of our employes. Think it over seriously, Fellows. Let's go!

#### Save the Pieces

Three Chinese laundry men they were,  
Who toiled the livelong day.  
Till one broke down from over-work,  
And went insane, they say.



**MEN FROM THE COACH SHOP, LIMA**

Left to right, upper row: F. Merkle, A. Berning, C. Koch, C. Baka, J. Cook, W. Martin, R. Stansbury, D. Hogan, R. Tice, W. Atts, W. Schafer, L. Leppla, F. Moran, J. Sellers, D. Hartzog, J. Callahan, J. Baker, L. Vermillion, H. Callahan, G. Schafer. Lower Row: J. Schnabel, D. Clum, R. Hunt, M. Kammerer, C. Boals, W. Martin, D. Bowers, F. Frey

His fellow brothers deemed it wise  
To take him down the track  
And put him in a mad house,  
Until his wits came back.

A fast express rolled by just then  
And through the trio cut—  
That evening on the tracks were found—  
Two washers and a nut.

Pleased indeed were the shop employes to see John W. Bellmyer made assistant night roundhouse foreman. They promise to bend every effort to help him retain the high standard that East Dayton is noted for. We think it a well deserved promotion. We congratulate Master Mechanic A. E. McMillan upon his wise selection.

James E. Osman, one of our veteran engineers, is now a resident of our city, having recently moved from Toledo, Ohio. We surely welcome you, Mr. and Mrs. Osman.

Now, then, Martindale, Mr. Osman has set an example. Shake off the dust of Carthage and Elmwood and follow his example. Everybody knows Mrs. Martindale likes Dayton and we are waiting to welcome both of you. Come ahead, "Ed.," get busy.

On April 6, Robert O'Neil, our venerable and honored car foreman, rounded out 41 years of faithful service on the Toledo Division. He holds a proud record, having been several times commended for his services. "Bob," as we call him, says he wants to round out 41 years more. We hope you do, old scout.

We don't get much news from the repair track. Nobody seems to get married, nobody dies. Jackson always too busy to talk, kinda leaves me in a quandary, so I'll say—"Well enough—Good bunch!"

I have been trying to gather up a little data on some of our veteran employes. While these men are comparatively young and active, yet their services range from 20 to 40 years. Just glance on the list: J. W. Riley, Robert Doudican, William Phares, Frank Proctor, Andrew Bean, William Finley, John H. Dixon, Frank Lebron, Patrick Lucid, James Smith, Michael Meyers, George Suman, Jacob Kelley and several more—all holding proud records for continuous service. East Dayton is proud of them!

Wonder why Eugene Lowry is making all the visits to Newark, Ohio! I understand the attraction is a most charming young lady. Come on, Gene, 'fess up!

With the permission of the Management, I am going to solicit a few advertisements for our MAGAZINE. I ask our employes to patronize those who decide to use our MAGAZINE.

On March 28 we received the sad news of the death of Thomas Windham, the venerable father of Boiler Inspector A. H. Windham. Mr. Windham died in Michigan and was buried at Bell Center, Ohio. The sympathy of the shop is extended to Mr. and Mrs. Windham in their sad loss.

Again the grim reaper has invaded our ranks. On Wednesday, April 12, Mrs. Clara Sifford, wife of veteran Engineer "Mack" Sifford, passed peacefully away. She was buried in the family lot at Woodland Cemetery. She was a lovable character and we extend to "Mack" our sympathy.

Please send me items of interest! I cannot be every place, but I will strive to please you, if you will assist. "Among Ourselves" is an all-employes' section, and if you will address me at the Roundhouse Office, I will do the rest. Fair enough, is it not?

The fashions of Easter had nothing on our girls in the Master Mechanic's Office: they were surely away out in front with their scenery, and held the pace with the best of them. We've got to hand it to them; they're right there!

#### Boosting the Booster

"Boost your city, boost your friend;  
Boost the church that you attend,  
Boost the street on which you're dwelling,  
Boost the goods that you are selling.  
Boost the people round about you,  
They can get along without you.  
But success will quicker find them,  
If they know that you're behind them.  
Boost for every forward movement;  
Boost for every new improvement.  
Boost the Road for which you labor.  
Boost the stranger and the neighbor.  
Cease to be a chronic knocker;  
Cease to be a progress blocker.  
And if you'd make your city better,  
Boost Baltimore and Ohio to the letter."



**FROM THE COACH SHOP, LIMA, OHIO**

Left to right, upper row: H. Snyder, L. Vermillion, R. Hunt, H. Schell, W. Schafer, B. Hyde, C. Koch, O. Overholtz, W. News, C. Burkholder, H. Maish, G. Leppla. Second Row: E. Baughman, R. Jewell, D. Drake, W. Arras, C. Neuell, S. Roth, F. Tilley, R. Binkley. Bottom Row: L. Lamb, J. Klapp, J. Goebel, R. Lamb, A. Winters, G. Schafer



The following letter is placed in the MAGAZINE upon the request of Superintendent Mann:

DAYTON, OHIO,  
March 18, 1922.

Mr. A. E. McMILLAN,  
Baltimore and Ohio Railroad,  
Dayton, Ohio.

Dear Sir—You will no doubt be surprised to receive this letter, but I wish to call your attention to engine 239, just out of East Dayton Shop and her performance on train 67, March 18, 1922. Left Chillicothe 34 minutes late, account of connection; delayed 4 minutes at Washington C. H., account of express, making a total of 38 minutes delay. Arrived at Dayton Union Station 5 minutes late, making up 33 minutes. A. J. Greenwood, fireman, has a small shovel which I would judge to hold about 13 pounds of coal. The engine consumed 220 shovels of coal, Chillicothe to Dayton. I called the attention of Mr. Gilmore to coal on tank on our arrival at East Dayton. He said about a ton and a half would fill it up. The engine is a nice easy steamer and had full boiler pressure all the way. I think this the best fuel performance on Wellston sub-division to date. I will also say that East Dayton shop deserves credit for turning out a very smooth job, all around.

They don't "make em" any better anywhere.

Respectfully yours,

(Signed) T. G. HOBAN

P. S.—"Flowers while they are living—Knock em' when they are dead."

**Lima, Ohio**

Correspondent, RAY GARRIGUS

Edwin Raeder, pipe fitter apprentice, is back at work after several weeks' absence because of a broken foot. Glad to see you back, "Mike."

Investing in safety is like investing in United States Government Bonds. Both pay an excellent rate of interest, one in gold, the other in health.

Several members of the local shop force are trying out for positions on league baseball teams. All success to you, fellows!

Play safe. A short cut may mean a long ride to the hospital.

We understand that several young ladies of the freight house office force are having their hair bobbed. Nothing like being in style, Edna and Ruth.

Do you throw matches, cigarette or cigar stubs away without making sure that they will not cause a blaze? Think it over.

# BUY TODAY 10 MONTHS TO PAY

## Famous Bunn Special

Only \$7.50 puts a beautiful Bunn Special into your pocket. Small monthly payments of \$5.00 for ten months will do the rest. **Price \$57.50.** The Bunn Special is Lever Set, 21 Jewels, Adjusted to 6 positions. Montgomery R. R. Dial, Gold Filled Case, Guaranteed! Write Today for full particulars.

## Hamilton 21 Jewel

The renowned Hamilton—the standard Railroad Man's watch. Famous 992 Model 16 size; 21 Ruby and Sapphire Jewel; Gold Filled Case, Guaranteed 20 years; adjusted to 5 positions, to Temperature and Isochronism; Unequaled for Beauty, Accuracy and Service! You can use this handsome watch while you pay for it. Send \$10.00 with your order or make this payment to no-man on delivery and pay the balance in monthly payments of \$5.00. **Price \$60.00.**

### Your Choice—\$5.00 a Month

**Greatest Watch, Diamond and Jewelry Book—Free**  
We sell highest quality Diamonds, any Standard Watch or other articles of Jewelry on our liberal 10-month payment plan. Send for your copy today.  
"The House of Quality" Capital \$1,000,000  
**L. W. SWEET, Inc., Dept. 842-K, 1650-1660 Broadway, N. Y. C.**

It is with sincere regret that we must chronicle the death of Mrs. Thomas Kendricks, wife of veteran coach painter, Thomas Kendricks. Mr. Kendricks and the family have asked us to express their thanks to the employes of the coach shop, B. R. C. of A., the Veterans' Association and the Ladies Auxiliary for their kind words of sympathy and the beautiful floral offerings.

and third games went to Lima and the second to Toledo. The scores follow:

Toledo			
Frick.....	137	142	157
Milka.....	93	121	161
Makentok.....	148	166	113
Low score.....	127	91	141
Bernhardt.....	180	147	176
	705	666	748
Lima			
Gillespie.....	177	139	150
Deweese.....	194	116	171
T nks.....	149	152	188
Rockhill.....	127	124	141
Lee.....	135	91	144
	782	622	794



Peat (left) and RE-peat (right)—otherwise the cook twins—Otto and Oscar, car repairmen, Lima

Why is a Veteran? Because he observed the safety rules!

Resulting from a challenge printed in a recent issue of the MAGAZINE, the Toledo Shops bowling team journeyed to Lima on March 26, disputing Lima's claim to the Division bowling championship. The games were close, Toledo being handicapped by the absence of one of their men. The first

Where SAFETY comes FIRST, sorrow comes last.

Our old friend, "Cappy" Wessels, base ball umpire, is back on the job again. "Cappy" turned down a promising league offer to stay with the local shops and he is organizing a base ball team that is going to clean up everything on the Division. (Now don't think I am given to boasting, I'm just quoting "Cappy.") But he has authorized us to challenge any team on the Division. Let's hear from you, Toledo, Dayton and Cincinnati.

"Safe, satisfactory service—" let's make that the motto of the BEST & ONLY.

The many friends of James Ewing, car inspector at Sidney and Troy, will be glad to know that "Jim" is improving rapidly from a severe illness and will be back to work before many days.

Eventually. Why not now? SAFETY FIRST!

Wonder why "Fat" Burkholder goes out on West Market street? "Fat" says he was going to church but excuses are getting so common that we only believe half what we see and nothing that we hear any more.

"Say it with flowers." We'll be doing just that if YOU step on the track once too often without first looking in both directions.

Swift as an arrow, without warning, without a sound—thus did death overtake Car Inspector Henry Fell at North Lima on March 18. Mr. Fell was inspecting a train when he was seen to fall to the ground. Fellow inspectors rushed to his side but life had gone in an instant. High blood pressure was given as the cause. Mr. Fell was in the service of the Baltimore and Ohio



IN THE LIM-A-LIGHT  
Left, left to right, upper: C. Buckholder and R. Binkley; lower: W. Martin and L. Vermillion. Right panel, left to right: Baggage Agent C. E. Nungester and Baggage Helper T. G. Thornburn

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EMPLOYEES AT LIMA STATION

Left to right, upper row: Ticket Agent J. H. Ward; Ticket Clerk L. E. Swick; Baggage Truckman T. G. Thornburn; Trainmaster's Clerk Miss Esther Roberts; Trainmaster C. W. Havens; Lower row: Car Inspector A. Battles; Baggage Agent C. E. Nungester; Baggage Truckman P. B. Garey

for several years. Always of a pleasant, smiling, happy temperament, competent, able and industrious, his many friends will miss him and the family has our condolence.

Manufacturing cripples is poor business. Keep out of it. BE CAREFUL.

We are glad to see "Tom" Long, for twenty years air brake foreman, back in his old department again. Hope you'll be with us another twenty years, "Tom."

Better be safe than be sorry.

John Burris, electrician, doesn't believe in signs. John wore a straw hat on the first of April and the next day was cold enough to freeze ice on the lake. Wait until after the first of May next time, John.

The many friends of Asa Mann, coach repairer, who has been absent from duty for three months while recovering from a serious operation, will be glad to know that "Ace" will soon be with us again.

The accompanying picture is of C. E. Nungester, baggage agent, and T. G. Thornburn, baggage helper at Lima depot.

Married—Frank Donley, car repairer, and Miss Elsie Cyphers. We understand that the ceremony took place in Newport, Kentucky, but what difference does that make as long as the cigars are forthcoming? The happy couple certainly have our best wishes.

Industrious? I should say. He can chew five sticks of gum, whistle Yanke Doodle and smoke a two-bit cigar all at one time. Who? W. W. Kramer, of course!

The picture on page 71 was taken at the Cincinnati "Zoo" and represents four popular members of the coach shop force. Standing: C. Burkholder and R. Binkley.



SMILES FROM THE FREIGHT CAR REPAIR YARD

Left to right: On Car—A. Johnson, F. Strasburg. Top Row: J. Polhanus, E. Moreo, A. Reinhart, C. Bradford, M. Forlwer, H. Soddors, W. Daley, G. Sobers, R. Ireland, A. Heil, E. Maurer, W. Sammetinger, C. Baker, J. Stoner. Bottom Row: W. McCachren, A. Burkholder, A. Pontius, C. Jay, H. Moreo, C. Konst

Below: W. Martin and L. Vermillion. Don't laugh, please. I know it's a shame.

Mr. Sammetinger, work checker, is riding around in a new Ford. "Whitie" has

North Carolina. Ernest read one of our Passenger Department advertisements and decided to send for the circulars.

Morgantown, North Carolina.

Gentlemen—I was much pleased with your little pamphlet called "The New Shrine of Patriotism for Americans."

It truly was grand. I thank you very much for it and for the new "Guide to Washington." It was the best I ever read. I did not think a railroad company was that thoughtful for people.

What made you think of a pamphlet like that? It is fine for a school boy or for anyone else. My teacher said your pamphlet was the best she ever read.

I have a friend who would like to have one. Would you send it to her if I send you her name?

Writing is hard for me to do, so excuse this, please. I will never forget you all as long as I live.

God bless you all and keep you forevermore, and finally take you to that last resting place, Heaven. God be with you 'til we meet again, because it seems as though we have met.

Yours truly,  
(Signed) ERNEST DRURY.



EMPLOYEES OF THE FREIGHT CAR REPAIR YARD, LIMA

Left to right, back row; F. Smith, C. Hurlburt, R. Cox, C. Patrick, M. Bender, L. Hartman. Front Row; J. Gerstenlauer, H. Jay, D. Armantrout



## “Safety-Valve Steve” Says:

Tim, my fireman, can't wear his jumper when he's firing—but when the run's over he slips on a slick jumper—and gives the crowds the once over.

Yes—Tim is careful that all Overalls and Jumpers he buys are made out of Stifel's Indigo Cloth. I switched him in right—twelve years ago—when I says—“Tim—always look for this boot-shaped trade mark in your Work Clothes.”



All the big Overall and Work Clothes manufacturers use Stifel's Indigo Cloth because it wears best. Well—we're pulling out now. See you later.

*Garments sold by Dealers Everywhere  
—We are Makers of the Cloth only.*

### J. L. STIFEL & SONS

Indigo Dyers and Printers

Wheeling, W. Va.

New York

Baltimore



# Stifel's Indigo Cloth

Standard for over 75 years



*Please mention our magazine when writing advertisers*



# Hamilton Watch

"The Railroad Timekeeper of America"

## Can you afford to have an inaccurate Watch?

Is it any economy to buy an undependable watch?

Or are you willing to accept the verdict of the thousands of American Railroad men and buy the watch that will render you year in and year out enduring, dependable, accurate time?

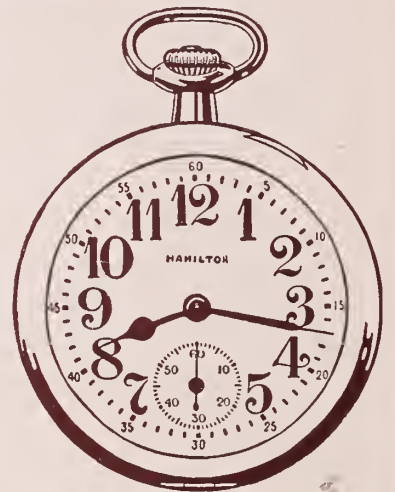
The Hamilton Watch for thirty years has been built to meet the Railroad man's requirements. Built to stand the hard usage to which railroad service puts it. Built with only one idea in mind—to serve the Railroad man for years by giving him true time all the time.

For time inspection service the most popular watch on American Railroads is the Hamilton No. 992—16-size, 21 jewels.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

Prices range from \$40 to \$200; movements alone \$22 (in Canada \$25) and up.

HAMILTON WATCH COMPANY  
Lancaster, Penna., U. S. A.



The "Lackawanna Limited," crack train to New York City on the Delaware, Lackawanna & Western, is piloted by a veteran engineer and run on Hamilton time. Engineer Charles Stevenson has been at the throttle for nearly three decades, and for 19 years has relied upon his Hamilton Watch for the right time.

# Baltimore and Ohio Magazine



*Designed and printed by The Sales Printing Corp., N. Y. C.*

*The following is a copy of a letter from President Harding indorsing the CAREFUL CROSSING CAMPAIGN to be conducted under the auspices of the American Railway Association, beginning June 1, and continuing until September 30, 1922:*

My attention has been called to the fact that under the auspices of the American Railway Association, an intensive campaign is to be waged for eliminating accidents at railroad highway crossings.

The complete success of such an effort would mean the saving of thousands of lives, the prevention of many more thousands of injuries and incidentally the prevention of a great property loss. Of course, the ideal solution is elimination of grade crossings, to which all possible energy and means should be unceasingly directed. But the extent of our country and its railroad mileage make apparent that not for many years of utmost effort could this be effected. There should be constant pressure for elimination of these danger spots, particularly in the more populous areas; pending which there is need for just the kind of preventive effort that your Association is planning. Among these measures, the most effective would seem to be to arouse in the minds of drivers a sense of their personal responsibilities. When thoughtlessness is allowed to usurp the place of vigilance, as too often happens, the scene is set for tragedy. Reminders, and still more reminders, of the need for caution at railway crossings are needed.

Surely, the effort you are undertaking is appealing, and it ought to have the most generous and general support.

Very sincerely,

(Signed) WARREN G. HARDING





# What C.D. Gibson thought of Genius thirty years ago



The Girl he made famous -

By C. H. Dickson, Art Editor

A badly scared reporter was "Dick" when that prince of managing editors, John S. Irby of the old Richmond Times, picked him to have a talk with Charles Dana Gibson, the peer of illustrators, back in the days when the romance of the artist and the beautiful Miss Langhorne of Richmond, still stirred the nation's heart.

Ordinarily, "Dick" made strangers think they were looking at him through the wrong end of a telescope. But this was a choice assignment and he mustered a brave heart, looked as pleased as he could with the duty, brushed up his shoes on the backs of his pants-legs and started for the wonderful Langhorne home.

The fact was that Irby and Gibson were old friends and that Irby had probably apprised the artist by phone that "Mr. Charles H. Dickson, cub reporter of the 'Times' staff," was on his way to interview him. At all events, "Dick's" ring was answered by the pen and ink wizard himself.

He looked a "whale of a man" and his welcome was the beaming sort as he invited the flustered "Dick" into the drawing room. The reporter had missed the hat-rack in the hall and was trying to absorb the offending "lid" into his small person when the great artist eased it from him and then swept him by the arm into a window seat and grinned down at him.

"I know just what's the matter, old sport," commented the big fellow during a lull in the gulps and gurgles that the reporter was vainly trying to make into speech. "I've been that way lots of times. There's nothing to be worried about. Have a smoke."

And then began the most amazing interview that ever came "Dick's" way.

It was on "Genius," and the gentle inspiration of the artist's words still holds the stumbling little "Dick" to the rocky road that leads upward.

Gibson was a master of his craft in those raw days and still holds his head the highest of the black and white workers. A big magazine had just signed up to pay him thousands for exclusive right to print his pictures. And he sat jollyng a pale little reporter into an ecstatic mood, as he told his own humble beginning.

"The hardest fight in any boy's life," said the big man, "is when he grabs the thought of 'genius' by the throat and strangles it. If there is anything in this world that makes difficulty for those who have it, it is this same Genius. Only when it is knocked out does real work begin.

"My folks were much like all others and from the time I could hold a pencil I learned to consider myself as one set apart. All that had to be torn down and in the place of 'Genius' I had to write 'Work.'

"Oh, how I did work," he went on. "My young friends and playmates would have marveled had they seen me with a smoky oil lamp, drilling and drilling until nearly dawn—too many times to remember. And it is my best judgment that if hard work won't accomplish the big things in any man's life, 'Genius' hasn't a single chance."

The great hearted man paused.

Here he was offering the golden key to fulfillment to every heart that could hold a purpose—just the willingness to work.

And "Dick" has not forgot.

# A Message from Vice-President Galloway to Our Engineers

*The last issue of our Magazine contained an article on the fine run given President Harding and party on the trip they made during April from Washington to Cincinnati and return. A telegram of congratulations from Vice-President Galloway to the officers and employes of the railroad, was printed, in which he especially mentioned his "personal and official gratification for the excellent manner in which the crews handled the train, particularly for the regularity in running time, the smooth handling by engineers, and for the clean, almost smokeless firing."*

*These were picked crews that made this fine record, but it is hoped that before long all our passenger engineers and firemen will be in this class, because it is one of the best ways in which we can increase the prestige of the Baltimore and Ohio.*

*The following bulletin indicates the importance which the Management attaches to the smooth handling of trains:*

BALTIMORE, MD., May 10, 1922.

## *To Engineers Handling Passenger Trains and Others Connected with that Service:*

To maintain a high standard and to make its service more attractive to its patrons, the Baltimore and Ohio Railroad has spent large sums of money in recent years in the betterment of its track and for the purchase of passenger equipment and more powerful locomotives.

The full benefit will not be derived from these expenditures unless the individual locomotive engineer so handles his train as to make the passenger's trip agreeable and comfortable.

The successful engineer requires more than the ability to start and stop trains and maintain speed. We believe Baltimore and Ohio engineers are the equal of any and are interested in promoting the success and reputation of our Road and anxious for the very best results.

A passenger engineer is usually of long experience and mature judgment, and well qualified for the work assigned. His first duty is to see that his engine is in proper condition and fully prepared and equipped for the work. He should be ready to start on the exact schedule. Frequently the engineer is not looking for starting signal and time is thereby lost. He should be ready before signal is given.

Much depends upon the way a train is started and stopped. If provided with a locomotive of sufficient power, a train can ordinarily be started and stopped so easily that the passengers will feel no perceptible shock, and their knowledge that the train is under way or standing still will be gained by sight, rather than feeling. This is the perfect standard that every engineer should strive to attain, as it affords many opportunities to impress our patrons favorably.

The engineer who makes required time at minimum speed excels as a runner. To do this he must get his train quickly in motion after a stop, maintain required speed and reduce delays at stations to a minimum. The engineer should know the characteristics of the road over which he runs, and regulate speed to suit conditions. He should know how fast to run at uniform speed to make time required. The practice of running slow up hill and fast down grade is wrong, and causes criticism from passengers.

While it is desirable that uniform speed be maintained, there are times when and places where speed may properly be reduced, as during and after storms, in foggy weather, around sharp curves and at obscure places. In all cases the engineer should give first and constant consideration to safety and comfort of passengers, and to punctuality next.

While not so important as the matters previously mentioned, two things can be done by engineers which will add both to the comfort of passengers and public and result in economy, namely, reduction of black smoke and blowing off of steam at pop valves. With reasonable effort it should be possible to prevent three-fourths of the black smoke ordinarily made by engines using bituminous coal. An engine should not be permitted to blow off steam at pop valves, particularly at stations. It is wasteful and annoying, and frequently frightens animals, causing accidents. It is possible entirely to prevent this waste of fuel and steam by proper handling and the cooperation of engineer and fireman.

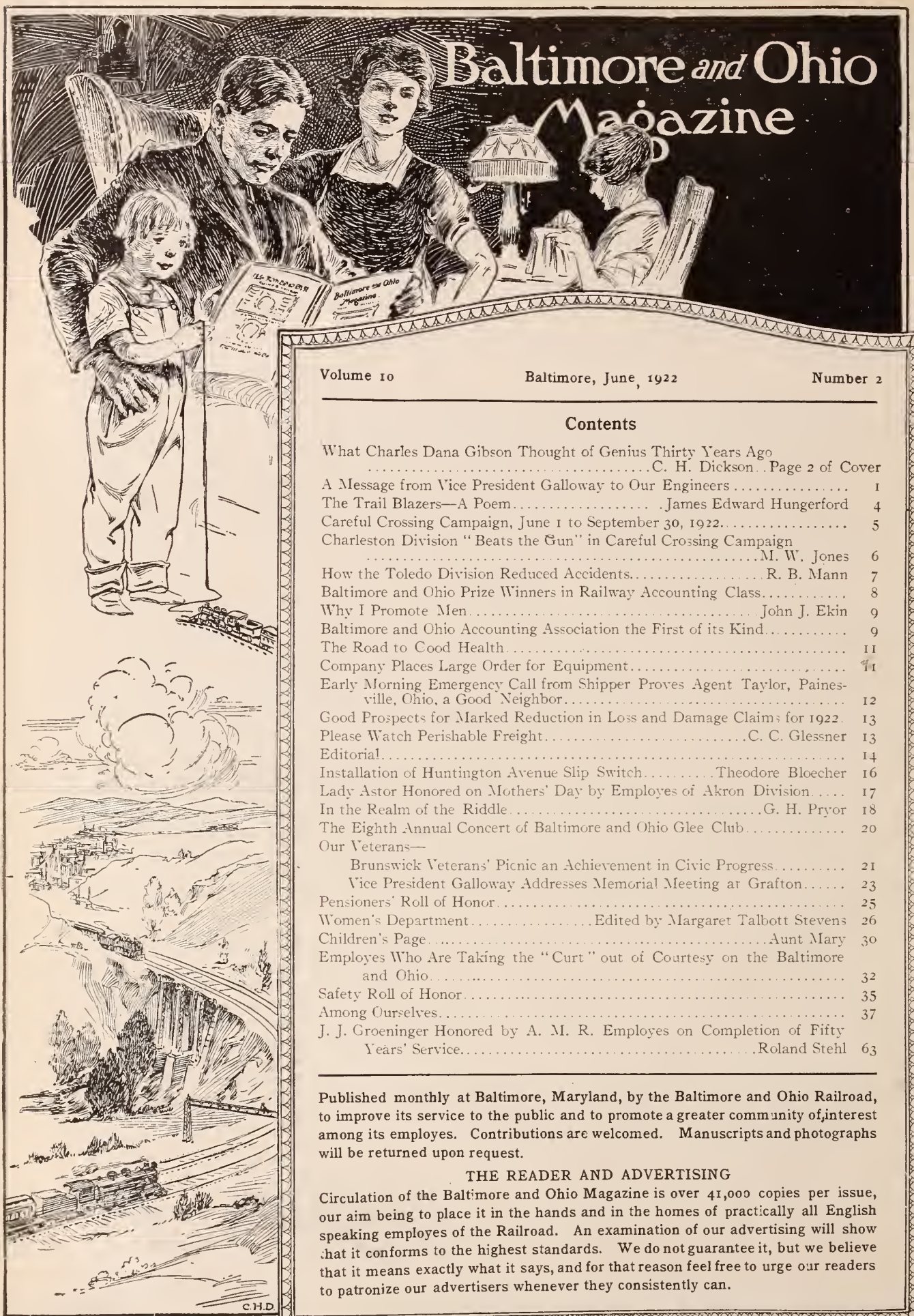
The impossible is not expected from men in charge of locomotives, and full consideration is given to the conditions under which they work, but unless the highest attainable standard is maintained, the things which the public and patrons of the railroads have a right to expect, will not be accomplished.

It is desired that all having to do with the passenger service, carefully consider the points brought out in this circular and exert every effort towards improvement.

  
Vice-President.



# Baltimore and Ohio Magazine



Volume 10

Baltimore, June, 1922

Number 2

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 41,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



# PATENTS

BOOKLET FREE. HIGHEST REFERENCES. PROMPTNESS ASSURED. BEST RESULTS. Send drawing or model for examination and report as to patentability.

**WATSON E. COLEMAN**  
PATENT LAWYER

624 F. Street, N. W. Washington, D. C.

## Why Pat Was Happy

The Professor of sociology met Pat on the street one morning. The genial Irishman was whistling and singing by turns, apparently as happy as a lark. "Well, well, Pat, you seem to be happy. Would you mind telling me the reason for your happiness?" inquired the professor.

"Oi would not, sor," answered Pat. "Oi have just done three goods deeds, an' onny man who has performed three good deeds in less thin tin minutes has reason to be happy."

"Indeed he has!" commented the professor. "But, pray tell me, what three good deeds have you performed in such a short space of time?"

"Well, sor, as Oi was comin' past the cathedral this mornin' Oi saw a poor woman wid a wee bit infant in her arms, a-cryin' that hard 'twould melt a heart of stone. Oi asked her phat the matter be. She said that for the want of three dollars to pay the fees she could not git the baby baptised, an' it was a sickly baby at that, an' liable to die soon. Oi felt that bad for her Oi pulled out a tin dollar bill, all the money Oi had in the world, an' told her to git the poor child baptised and bring me back the change. She went inside rejoicin' an' soon returned, all smiles, give me back the change and went away heapin' blessin's on me head. Now isn't that enough to make anybody happy?"

"That's splendid," said the professor. "Now what were the other good deeds?" "Others!" ejaculated Pat. "Why, that's all."

"But I understood you to say you had performed three good deeds."

"An' so Oi did! Don't you see? Oi dried a widow's tears; that's wan. Oi saved a soul from purgatory; that's two. An' lastly, Oi got sivin good dollars for a bad tin."—*Railroad Red Book.*

## How He Could Tell

A Georgia "cracker" tells this story on his own people: He says a Northern man who had settled in Georgia was visited by a friend who asked him how he liked the place and the people.

"Oh, all right," replied the man. "Now tell me," asked the friend, "what is a 'Georgia cracker?' How can you tell him from another person?"

"Well," replied the Northern settler, "you see out in that field a black object?"

"Yes," said the friend.

"Now," said the man, "that may be either a 'Georgia cracker' or a stump. Watch it for half an hour, and if it moves, why it's a stump."—*Wroe's Writings.*



## AGENTS

**Large Shirt Manufacturer**  
wants agents to sell complete line of shirts, direct to wearer. Advertised Brand. Exclusive patterns. No capital or experience required. Big values. Entirely new proposition. Write for free samples MADISON SHIRT CO. 503 Broadway New York

## What Man Is

He had to quote Kipling to hold his own with this bright young lady. So he lightly did so. "As Kipling says, my dear, Woman is a rag, a bone and hank of hair!"

"A man," she sweetly smiled, "is a jag, a drone and a tank of air." Which served very nicely to change the subject.

—Partners.

## Good Intentions

Workers in business organizations who kick, growl and make trouble for the management during these reconstruction days when managers of business everywhere have problems confronting them that require every bit of energy they possess, remind me of the green brakeman who was making his first trip up the Sierras.

The train was going up a very steep grade, and with unusual difficulty the engineer succeeded in reaching the top. At the station, looking out of his cab, the engineer saw the new brakeman and said with a sigh of relief: "I tell you what, my lad, we had a job to get up there, didn't we?"

"We certainly did," said the brakeman, "and if I hadn't put on the brakes, we'd have slipped back."

—*The Treasure Chest.*

"How is your daughter progressing at the conservatory, Mrs. Knowtall?"

"Fine. We have great hopes of her developing into a belladonna."

—*New York Sun.*

In France some American Negroes were sitting beside the road, away behind the battle lines, watching troops moving forward to the front. These Negroes were commenting on the names of the regiments which marched by. (Many of the regiments raised in England were named for the counties in which they were recruited as "Kentish Rifles," "Northumberland Lancers," "Third Yorkshire Infantry," and so forth.)

As these British troops marched by, one of the Negroes took delight in calling out the name or the number of the regiment. Suddenly down the road came a regiment of Highlanders in kilts. The Negroes had never before seen a "kiltie regiment" and one of them cried: "My, My! Look dere. Sam, what am dat? Dey is too big for women and they can't be men 'cause dey is wearing skirts: what you-all s'pose dey is?"

"Why," said Sam, "dat is dat Middlesex regiment, dat is what dey is."

—*The Good Fellow.*

# SAN FELICE

AND

# EL VERSO

## FOLLOW THE TRAIL

OF THE

## BALTIMORE AND OHIO

+++

The Deisel-Wemmer Co.,

Lima, Ohio

Cigar Manufacturers

## Team Work

By J. F. HINES

Chief Receiving Clerk

Pittsburgh Freight Station

Let's start again to "Think and Act,"

To do things right, for it is a fact  
The railroads surely have their trials,  
Let's meet them all with pleasant smiles.

By putting our shoulders to the wheel,

By doing our bit in a way that's real,

We will correct each fault we find,

Be always ready to bear in mind  
That "Passing the buck" is but shifting the blame,

In the end it will ring us naught but shame.

Whenever a chance comes to your view,

To correct a fault, it's up to you

To set things right in a proper way.

Then your "super" will be proud to say,

"I have a force just full of pep,  
All of them help me watch my step."





### THE TRAIL BLAZERS

By James Edward Hungerford

Illustrated by Herbert D. Still

Well, ol' timer, transit's changed some,  
In this here ol' U. S. land!  
Ain't this railroad jest a wonder—  
Don't these coaches beat th' band!  
Ain't these cushion seats jest Heaven?  
Gee! that engine sure kin go!  
Gosh, ol' pardner, we're sure speedin'—  
On this here ol' B & O!

Yep, we climbed these same ol' mountains—  
Rolled acrost these same ol' vales,  
When our motive-power was oxen—  
An' we follered Injun trails!  
Kinda diff'rent this here "injun"—  
Belchin' smoke, an' spittin' steam—  
Makes us kinda feel, ol' pardner,  
Like we're livin' in a dream!

Kin you realize we're ridin'  
Through a land o' talkin' wires?  
An' this whizzin' monster's glidin',  
Where we built our campin' fires?  
Whew! there goes a town, ol' timer—  
Did you hear th' whistle shriek?  
Well, you must be hard o' hearin'—  
An' yore eyes is gittin' weak!

Now, we're crossin' that ol' river,  
Where we forded with our teams—  
Gosh! they've gone an' built steel bridges  
Over all our mountain streams!  
Well, I guess our "bunks" is ready—  
Let's turn in an' rest up some—  
Let's thank God we blazed th' trail, pard—  
Fer these railroad trains t' come!



# BALTIMORE AND OHIO MAGAZINE

Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes

VOLUME 10

BALTIMORE, JUNE, 1922

NUMBER 2

## Careful Crossing Campaign, June 1 to September 30, 1922

**W**ARMLY indorsed by President Harding, a campaign for the elimination of accidents at grade crossings began on June 1 on all the railroads of the United States and Canada and will continue for four months.

The campaign, which will be known as the CAREFUL CROSSING CAMPAIGN, is under the auspices of the American Railway Association, and the plans were arranged and will be carried through to a finish by the Safety Section of the association. When the campaign and its object were called to the attention of President Harding, he issued the strong endorsement which appears on the cover of this issue.

Cooperation in the plan has been assured by the United States Automobile Chamber of Commerce, the National Highway Traffic Association, National Safety Council and numerous other organizations.

### Alarming Increase in Crossing Accidents

Such a campaign is necessary and timely, as shown by the following facts: In thirty years our country's population increased 68 per cent. Crossing accidents increased 345 per cent. in fatal and 652 per cent. in injury cases. In 1920 automobiles were involved in 76 per cent. of all crossing accidents. During that year 1,791 persons were killed (death resulting in 24 hours) and 5,077 injured; of the latter number, 116 died subsequently from injuries sustained at railroad crossings within

the United States. In the year 1921, according to records kept by the Interstate Commerce Commission, there were 1,702 fatal accidents of this sort and 4,818 persons were injured.

### Elimination of Grade Crossings Impossible

There are two ways to reduce or entirely stop such accidents. The first in the public mind is elimination of the crossings. This is impossible. There are 251,939 highway crossings on Class I Railroads alone (revenue of over \$1,000,000 annually) in the United States. Of this number, 399 were eliminated during 1919. At the same rate of elimination it will take 629 years to dispose of these crossings if no more are added. All the men and money available would not be sufficient to remove these crossings in a life-time.

Conservative estimates of the average cost of elimination fixed the figure at approximately \$50,000 per crossing. This means \$12,500,000,000.

It is evident that the immediate question must be met by a method

other than the elimination of the crossings, which latter work will undoubtedly proceed as circumstances permit.

Apparently the solution of the problem can be found in education. This education should be joint upon the part of the railroads and the public. It is the duty of the railroads to keep the crossings in good condition for travel; give reasonable notice of the existence of such crossings; and see to it that the railroad employes do their full duty in warning of the approach of trains.

### Reductions in Fatalities to Employes Encouraging

The railroads have learned the value of organized effort for SAFETY, through the reduction of deaths of employes on duty from 4,354 in 1907 to 2,578 in 1920, notwithstanding a larger force of employes in service during the latter year. Railroad employes as a whole have unquestionably attained a higher degree of care in the performance of their duties.

As education in and discussion of safety matters are responsible for the gratifying results obtained in employe cases, it is logical to assume that education of the traveling public to the exercise of a high degree of care when approaching and passing over railroad crossings, will likewise have a good effect in reducing crossing accidents.

While it is true the railroads have a direct interest in checking these oft-times most distressing accidents, yet in the first and last

### How Can I Help?

Practically all railroad employes are sufficiently familiar with the operation of trains to know what a big problem faces their companies in the increase in grade crossing accidents—how impossible it is to avoid them while maintaining fast schedules in the public interest. They also know that the railroads have done everything in their power to protect the crossings, by the installation of gates, warning devices and signs, and the employment of thousands of crossing watchmen; further, that the reduction in the number of grade crossings is proceeding as rapidly as conditions permit.

The automobile owning railroad employe can be a most helpful agent in making this campaign a success. He knows that the automobile driver should be the one to make sure that the crossing is safe before he goes over, and not the engineer of the train. He knows that the car driver can stop in a fraction of the time and distance that it takes the engine and train to be brought to a stop. He knows that the only safe way for him as a car owner to act is to stop, look, listen, and then, in order to make doubly sure—to send someone ahead to see that the track is clear.

Furthermore, in addition to practicing this safety precaution himself, he can tell all his friends that it is the only safe way for them. Yes, there will be scoffers, as there always have been in an effort of this sort. But how much better to listen to the scoffing than to feel after a fatal and sorrowful accident, perhaps to a dear friend and his family, that a word to him—from you—might have prevented it!

(Continued on page 5)



## Charleston Division "Beats the Gun" in Careful Crossing Campaign

*Its Memorial Day Parade Float an Object Lesson in Crossing Accident Prevention*

By M. W. Jones, Secretary to Superintendent

UNDER the direction of Superintendent W. Trapnell, the Charleston Division, with headquarters at Weston, W. Va., got off to a good start in the Careful Crossing Campaign. A float, symbolic of the Campaign, and also of the Charleston Division slogans "THINK ABOUT

Careful Crossing Campaign, and immediately behind the cab was placed a standard Railroad Crossing sign. On the back of the truck was a sign "Warning—Stop—Look and Listen." The locomotive was perfect in its smallest details, there being classification signals on the front end, and markers on the rear.

There were many beautiful conceptions among the thirty floats in the parade, but many think the Charleston Division float outclassed them all. This was not alone from the perfection of its design, but because it had a very clear

appreciation to the following, who so kindly gave their time and money in the construction of the float:

Mr. M. B. Sprigg, who made the float possible by the loan of his truck; Messrs. R. Brooke, E. H. Nichols, H. T. Fanshaw, C. C. Doyle, who painted the signs; J. A. Fisher, R. D. Shoemaker, Jess Helmick, O. J. Kelly, P. T. Satterfield and the Misses Madge Hinzman and Bernice Borneman.

On the Sunday night following the opening of the Careful Crossing Campaign, Superintendent Trapnell addressed the congregation of the First M. E. Church in Weston, among whom were many of our employes at that point. He made effective use of the Safety work that has been accomplished by the Baltimore and Ohio, and asked for the support and cooperation of the church people in the effort being made to stop the slaughter at railroad crossings.



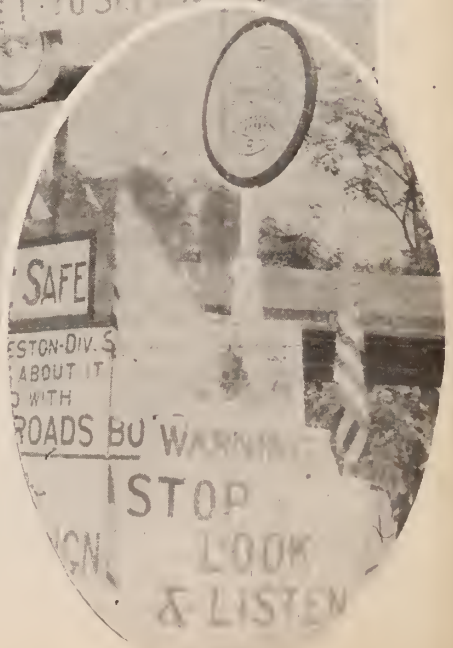
No trouble to see what this float stood for!

IT" and "SAFETY FIRST," was entered in the Memorial Day Parade at Weston on May 30. It was constructed around a lumber truck kindly loaned by the Sprigg Lumber Company.

The front end was made to look like the boiler and cab of a passenger locomotive. On the float itself were painted signs, urging the public to assist the railroads in boosting the

meaning, and was symbolic of what not only the Baltimore and Ohio, but every Railroad in our United States is trying to do, namely be of real service to humanity by abolishing grade crossing accidents, which are due entirely in so many cases to criminal carelessness on the part of drivers of automobiles.

The Baltimore and Ohio Charleston Division staff expresses its sincere





# How the Toledo Division Reduced Crossing Accidents

A Complete Plan, Vigorously Pushed, Gained Cooperation of All Classes, and Cut Down Accidents to Other than Employees, 75 Per cent. During Test Period

By R. B. Mann, Superintendent

**S**TATISTICS on Highway Grade Crossing Accidents for the year 1920, as prepared by the Interstate Commerce Commission and set forth in their Bulletin No. 78, show a total of 4287 such accidents during that year. Automobiles were involved in 3012 cases, which resulted in the death of 1273 persons and injury of 3977.

This bulletin further shows that while the State of Ohio ranks second in the number of registered automobiles, it ranks first in the number of grade crossing accidents and the number of persons killed and injured in such accidents.

With these facts before us it was apparent that some unusual method would have to be adopted to cut down such accidents in our territory. The Toledo Division is one of the busiest pieces of railroad in the state and for the most part serves a densely populated district. Hence a special campaign for the education of automobile drivers in the dangers of grade crossings, was determined upon. It was inaugurated on January 11, on which date I called a special staff meeting of all officers on the division, including, also, other supervisory forces such as Maintenance of Way supervisors, general foreman in the Motive Power Department, agents at the larger stations, members of the Safety Committee and the district safety agent. Plans were then made and a program formulated for carrying on the work in a systematic manner so that the maximum benefit might be derived.

#### Officers Responsible for Territories Assigned Them

A special territory was assigned to each officer, with instructions that he personally interview newspaper editors, school superintendents, principals and teachers, city managers, mayors, safety directors and other officers of cities and villages served by the Baltimore and Ohio. They were also requested to see secretaries of automobile clubs, boy scout masters and drivers of school auto buses or other public conveyances, in an effort to enlist their cooperation in the campaign.

#### Public Agencies Gladly Helped Campaign

The result was even greater than anticipated. Practically every newspaper in every city on the Toledo Division carried an article concerning the work we were doing, some of the larger papers also devoting considerable editorial space to the campaign. This was particularly true of the Dayton, Ohio, *Daily News*, its editorial being copied by the *Literary Digest*, which probably gave it wider circulation than any editorial on this subject has ever been given.

School superintendents, principals and teachers in every city and village gave our representatives their full cooperation, and willingly assisted in every way possible to help us get the message to the automobile drivers through their children. District Safety Agent W. L. Allison covered the entire division and talked to the pupils and students in practically every grade school, high school and parochial school, including the University of Dayton, at Dayton, Ohio. The work along this line extended over a period of two months, from January 24 until March 24, during which time Mr. Allison talked to approximately 40,000 school children. To each one also was given our literature, so that by this method alone it is estimated that we reached not less than 150,000 people.

In addition to this I personally appeared before various clubs and societies, Chambers of Commerce, etc., where short talks were given and the purpose of the campaign explained. Probably the message was delivered to another 50,000 through these sources.

On February 21 J. T. Broderick, superintendent of Safety Department, sent to this division, Arthur D. Gans, who brought with him stereoptican slides and an automatic transparency machine. A few days later he was followed by W. F. Braden, safety representative, and these two gentlemen greatly assisted in making a wonderful success of the campaign. With the addition of the pictures to the talks that were given before the schools, an additional interest was shown by the pupils, espe-

cially the younger ones, and without a doubt the pictures have made an impression upon their minds that will last throughout their lives and will tend at least to make safer drivers out of the next generation.

#### Window Display in Dry Goods Stores

Through the courtesy of the management of Bluems Drygoods Store at Lima, the automatic transparency machine was set up in one of their display windows. Here it was operated for several days and attracted the attention of hundreds of people. Later the machine was brought to Dayton, where it was set up in the display window of Oelman's Drygoods Store on one of the most prominent corners of the city, and its safety lessons were viewed by thousands of people.

#### Before Crossing, Drivers Asked to Stop, Look and Listen

During the campaign, practically every driver of a public conveyance of any kind, was personally appealed to, to "Stop, Look and Listen" before crossing over a railroad grade crossing. Suggestions were also made that when any unusual condition prevailed, some occupant of the machine precede the automobile over the track, except the driver, or that every occupant of the machine get out and walk over. In every case these suggestions were looked upon favorably and a number of drivers stated that they had been following this practice for a long time.

#### Will Public Respond to Railroad Appeals?

The Baltimore and Ohio is a pioneer in safety work and for several years the work of educating our employes along these lines has been carried on intensively, statistics showing that the number of casualties to employes has decreased approximately 30 per cent. in the past five or six years. Later the work was extended to the education of the public, and with the increased number of automobiles and the continued improvement of highways, this work is becoming more necessary. Regardless, however, of all of the educational propaganda and all of the



precaution the Railroad may take, in the final analysis it is the public that must save itself from the result of its own carelessness.

Officers of the Division make a certain number of observations at grade crossings each month and a compilation of their reports for the first three months of 1922, shows 1190 observations made of automobiles crossing railroad tracks, out of which 349, or 29.3 per cent., failed to take any precautions. It is this 29.3 per cent. of automobile drivers that we must reach in our educational work.

Figures available for the first two months of 1922 as compared with the same period of 1921 for the Toledo Division, show a 5 per cent. decrease in casualties to employes and a 75 per cent. decrease in casualties to persons other than employes. This period is included within the scope of the special drive mentioned in the first part of this article, and is illustrative of what may be accomplished when we succeed in fully awakening the public to the dangers of railroad crossings.

Although we have had a number of special campaigns in the education of employes and the public along the lines of safety, the work is being constantly carried on, not only by officers, but by a large number of employes who are interested in making the operation of the Railroad safer for themselves and for others. No time is lost in calling the attention of others to their unsafe practices.

Another intensive campaign began on June 1 and will continue until September 30. This is being conducted under the auspices of the American Railway Association, and is wide in its scope.

With the present tendency of the American people to speed up in every phase of social and industrial life, the railroads have seen the necessity of adopting unusual methods to awaken them to the dangers of grade crossings, and it is hoped that this campaign may succeed in reaching the other 29 per cent. of careless drivers and indelibly impress upon them the thought that "Stop, Look and Listen" may mean a minute lost but result in a life being saved.

### Careful Crossing Campaign, June 1 to September 30, 1922

(Continued from page 5)

analysis it is the public itself which suffers the pain, the mutilation, and the sorrow, in addition to bearing the financial burden.

The railroads feel warranted in expecting that right-thinking people throughout our land will lend their actual and moral support to this humane and laudable campaign.

The great majority of crossing accidents involve automobiles, the machines striking trains, or being struck by engines and cars. During the campaign efforts will be made to impress the drivers of automobiles especially with the necessity of caution when going over railroad tracks. The slogan will be "CROSS CROSSINGS CAUTIOUSLY."

Railroads all over the country and in Canada have posted all over their properties and in all cities where there is a railroad, the striking poster shown on the cover of this issue, but very much larger. More than a million and a quarter of the posters have been distributed and will be seen by automobilists every-

where. A small replica of the poster will be in the form of "stickers," which will be placed on mail.

The Safety Section, American Railway Association, which is in charge of the campaign, was organized about a year ago to promote safety, not only among employes of the transportation lines of the nation, but also among the public, and the CAREFUL CROSSING CAMPAIGN is its first effort. It is believed that by educational methods the automobile driver, the drivers of other vehicles and the pedestrian can be warned of the danger of carelessness at highway grade crossings and thus protect themselves. Railroad officers point to the fact that, as President Harding says, it would take many years to eliminate all highway grade crossings, the cost is prohibitive, and that something must be done in the meantime.

On the other hand, no crossing is essentially dangerous if the usual precautions are observed.

### Privilege to Call Home "Our Own"

Hildegarden Ave.  
Chillicothe, Ohio

April 15, 1922

Mr. W. J. Dudley  
Superintendent, Relief Department  
Baltimore, Md.

Dear Sir:

I wish to thank you for the loan of the money to buy my home. I can now say that I own my home. If it had not been for the help of the Relief Department we might not have had the privilege of calling it our own.

Yours truly,  
(Signed) Harvey Hertenstein,  
Sectionman

### Baltimore and Ohio Prize Winners, Class in Railway Accounting, Johns Hopkins University, 1921-22



Left to Right: J. E. Lee, Office of Auditor Freight Claims; M. H. Stout, Office of Auditor Merchandise Receipts; J. C. White, Office of Assistant Comptroller Deverell; J. V. Smythe, Valuation Department; R. D. Forgan, Relief Department; J. I. McManus, Office of Assistant Comptroller, Deverell. This year's class was the most successful of any to date. Twenty-nine lectures were given, the last on May 8, and Assistant Comptroller Deverell, in charge, reports that the students were exceptionally diligent and interested in their work, seven of them having a perfect attendance record. The total enrollment was thirty-five, twenty-four of whom were Baltimore and Ohio employes.







Some of you may feel that your chance of promotion is menaced by the youth or robust health of your ranking officers. Do not, on that account, surrender to discouragement. Having mastered the details of your own special duties, study their bearing on other branches of auditing. The valuable man in the world is the one who can do what the great army of men cannot do.

The man who makes himself useful in a broad sense is sure to be called, sooner or later, to take charge of more important work. Enthusiasm should not be confined to the head of an office. It should be catching. The employes should be infected.

You men have been selected as head clerks and chief clerks and others occupying official positions, and in accepting these positions you have assumed a trust, which, as a matter of honor, you should faithfully perform. It is your duty to do everything to better qualify you for your present position and for promotion. Equally it is my duty and the duty of each ranking officer to do everything in our power to assist you. Likewise it is your duty to enforce discipline and to see that everyone in your group or department renders honest and efficient service. *But, above all things, it is the duty of each one of you to deal fairly and justly with each employe in your group, to promote harmony, and to do everything possible to encourage individual advancement and create that friendly rivalry as to who best can serve.*

As I have expressed myself before, it is my duty to train assistant comptrollers and auditors to be comptrollers. It is the duty of the assistant comptrollers and auditors to train chief clerks to be auditors. It is the duty of chief clerks to train head clerks to be chief clerks. And finally, it is the duty of head clerks to train men in their group to be head clerks.

This brings to my mind an old, old story of an Arab who desired to test which of his three sons loved him best. He sent them out to see which would bring him the most valuable present. The three sons met in a distant city and compared the gifts they had found. The first had found a rug on which he could transport himself and others whithersoever he would. The second found a medicine which would cure any disease. The third found a glass in which he could see what was going on at any place in the world. The third used his glass and saw his father ill in bed. The first carried all three home on the rug, and the second administered his medicine and saved his father's life. Now the perplexity of the father, when he had to decide

which son's gift had been of most value to him, illustrates very fairly the difficulty in determining what particular group is the most essential to success in conducting the work of the Accounting Department.

Just as the old Arab's life could not have been saved without the cooperation of his three sons, just so, in my opinion, the success of the Accounting Department depends upon the cooperation of the three groups,—the ranking officers, the subordinate officers and the rank and file. You occupy the center group, are the connecting link, and are in a position to exert a powerful influence in promoting the welfare, not only of the Baltimore and Ohio, but of yourselves and of each and every employe of the department.

Knowing you as I do I feel sure you will prove worthy of the trust that has been reposed in you.

### Promotions and Changes in the Freight Traffic Department

**T**HE following changes were made in the Traffic Department of the Baltimore and Ohio during May.

C. H. Pumphrey, division freight agent at Youngstown, O., was made division freight agent at New York, succeeding M. J. Bevans, who has taken up the practice of law.

P. S. Phenix, division freight agent at Cumberland, Md., was trans-

ferred to New York in similar capacity. His appointment places two division freight agents at New York, where formerly there was but one.

C. F. Farmer, division freight agent at Akron, took Mr. Pumphrey's place as division freight agent at Youngstown, O.

R. J. Beggs, chief rate clerk in the General Freight Traffic Department at Baltimore, was promoted to division freight agent at Cumberland.

### Perishable Freight Protected by Modern Lighters in New York Harbor

**I**N keeping with its policy of giving the public a service unexcelled by any competitor, The Baltimore and Ohio has added to its New York Harbor marine equipment several refrigerator lighters, for the purpose of affording the same sort of protection while moving around the harbor as if the freight were in refrigerator cars.

The barges are used primarily in lightering import or export perishable freight between steamships or piers, and St. George, S. I., New York.

While the Company does not guarantee absolute protection, it makes every endeavor, through the purchase of modern equipment, to avoid, as far as practicable, loss of or damage to this particular class of traffic. This extra service is rendered gratuitously.

## From the Manager of an Important Chamber of Commerce

*On the Louisville-Detroit Through Service and the Skill of Our Engineers*

Note:

*The name of the writer of this letter is omitted for obvious reasons.*

April 20th, 1922.

Mr. Daniel Willard, President,  
The Baltimore & Ohio Railroad Company,  
Baltimore, Maryland.

My dear Mr. Willard:

Permit me to congratulate you people upon arranging to operate your Toledo Division passenger trains on into Louisville. This marks one of the most distinct improvements in passenger transportation made in the Middle West for some time.

I also wish to make mention of the excellence of your passenger service in general. I have come to favor it whenever possible.

For instance, I used your Cleveland-No. 8 sleeping car from Cleveland to Washington on Sunday night and had a most comfortable ride. The ease and gentleness with which your engineer drivers handle their sleeping car trains is a pleasant contrast to some experiences I have had on other lines.

With best wishes for the Baltimore and Ohio System, I am,  
Yours sincerely, etc.,





## Vegetables for Breakfast

*One of a series by Life Extension Institute containing the latest and the most scientific information on healthful living and the prevention of disease*

AS the garden vegetable season approaches it is well to consider the value of this type of food. It is remarkable to what extent our food habits are governed by tradition, by market conditions, transportation facilities, and matters wholly apart from the actual health value of the foods that we eat. This is well exemplified by the breakfast habits of the average individual: fruit, cereals, eggs, coffee, toast, ham, bacon, fried potatoes, and occasionally some relic of the mid-Victorian age will be found eating a beef-steak. This gives the range of the breakfast menu of average people.

There are many people who eat a light breakfast and therefore get very little bulk from it. There are other people who eat a hearty breakfast in one sense of the word but get little bulk, that is, they eat meat, chops, potatoes, and rely upon fruit and cereals for their bulk. By bulk we mean cellulose or fibrous material which stimulates the activity of the stomach and bowels. Not satisfied with pampering our voluntary muscles we follow digestive habits which are sedentary for our involuntary muscles. For the stomach is a muscular bag and the intestines a muscular tube, and these muscles are not subject to our conscious control. This lack of bulk, may, it is true, be made up later in the day by salads at luncheon and by salads and vegetables at dinner. But since food economy became necessary through the high cost of living, the average person cannot afford to order an unlimited number of dishes at any one meal.

We know that intestinal inactivity—not only well-marked constipation but latent unnoticed bowel sluggishness—is a very common condition. If, therefore, we can put an extra safe-

guard in our dietetic program to correct this condition alone, it would be worth while. But we also know that vegetables are valuable for their minerals and their vitamins. They may truly, therefore, be regarded as "safety-first" constituents of the diet, and there is no earthly reason why we should not eat them at breakfast as well as at luncheon and dinner. There is no physical or psychological

reason why salads should not be eaten at breakfast. It is just as sensible to eat creamed carrots for breakfast as to eat creamed potatoes. There is no vegetable in the list that cannot be prepared in an appetizing form for breakfast.

This has its economic aspect as well. People who crave a hearty breakfast can satisfy their appetites with bulky foods at a lower cost, and unless they are under weight and require to push their nutrition, with benefit to their health. Those who are under weight will find that the green vegetables, containing as they do appetite producing vitamins, will assist them to gain weight if they satisfy their appetites with fat-forming foods. It may seem contradictory to say that these foods are beneficial both for light-weights and over-weights, but the overweight who has his appetite stimulated will come to no harm if he satisfies it with bulky foods. The underweight can reverse the process and eat liberally of bread and butter, salad oil, cereals and cream.

Do not therefore ostracize garden vegetables from your breakfast table. Just experiment a little with vegetables for breakfast and see how it works.

## Company Places Large Orders for New Equipment

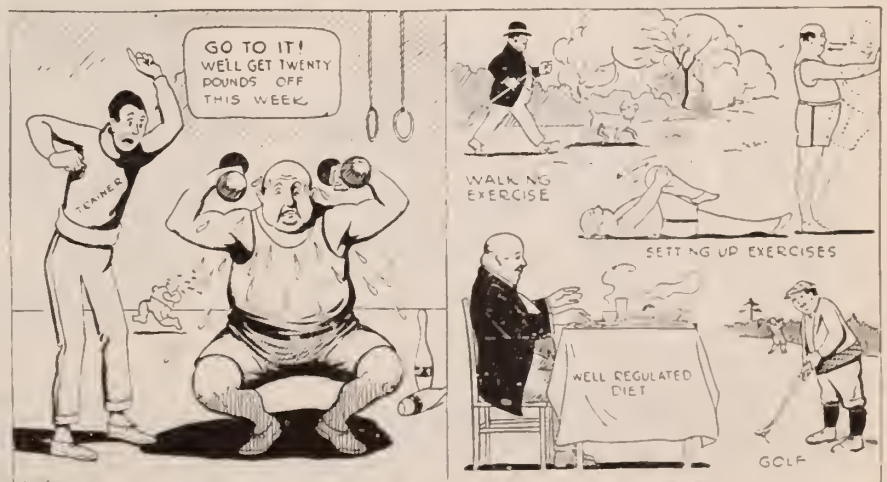
ANNOUNCEMENT was made at our general offices on June 5, that contracts for the building of 4,000 steel freight cars of the hopper and gondola types, and 1,000 box cars, have or will shortly be closed. The expenditure involved is in excess of \$6,000,000. These cars are partly in replacement of equipment retired and partly for additional equipment which, with the passenger equipment recently contracted for, will be covered by an equipment

trust. The contracts so far awarded are:

To the Pressed Steel Car Company, 1,000 steel hopper cars and 1,000 steel gondola cars, to be built at their plants in the Pittsburgh district.

To the Standard Steel Car Company, 1,000 steel hopper coke cars to be built at the Curtis Bay plant, Baltimore, Md.

To Cambria Steel Company, 1,000 70-ton steel 46-foot drop-end gondolas to be built at Johnstown, Pa.



The Wrong Way "Right"



## Early Morning Emergency Call from Shipper Proves Agent Taylor, Painesville, Ohio, a Good Neighbor

*Heavy Frost Warded Off Orchard by Fires Built with Fuel Oil Loaned by Railroad*

**B**ETWEEN one and two o'clock a. m., on April 22, Mr. Hiram Mantle of the firm of Mantle and Mantle, Painesville, Ohio, which operates a large farm and orchard, telephoned our agent at that point, G. W. Taylor. The unseasonable cold wave which hurt so much fruit throughout the country at that time, put Mr. Mantle in a bad emergency. He explained to Agent Taylor that his orchard was in full bloom, that the thermometer had dropped to 22 degrees, that he was endeavoring to ward off the frost by building fires around the trees and that his only salvation would be a supply of fuel oil which he was unable to obtain immediately in the vicinity.

Mr. Taylor quickly found that the Railroad had a sufficient supply of fuel oil at the roundhouse and he

requested the authorities there to let Mr. Mantle have about 150 gallons, he agreeing, of course, to pay for it at cost to the Railroad.

Our roundhouse people complied promptly, the oil was sufficient for the purpose and it is hoped and believed that Mr. Mantle's crop was saved.

In reporting his action to Superintendent Stevens, Mr. Taylor said:

"Ordinarily I seldom become involved in anything of this kind or in work handled by other departments. I don't like to take responsibility of this kind on my shoulders, but in this particular instance I knew just what Mr. Mantle's emergency was and I felt that it was my duty as representative of our Railroad to do him this neighborly act."

This is one of the most interesting

illustrations of the "good neighbor policy" of the Baltimore and Ohio that we have yet seen. If Mr. Taylor had been a man less in sympathy with the policy of the Railroad, less willing to assume responsibility, less able to size up a situation quickly and use excellent judgment in handling it, Mr. Mantle's crop would probably have been ruined, not only at large loss to him and his firm, but also with the probable result that the Baltimore and Ohio would have lost considerable revenue through lack of opportunity to handle his peach crop.

Whether the Baltimore and Ohio profits directly or indirectly, or not, however, is beside the question. Our policy has been clearly outlined by President Willard and it has no selfish strings attached to it. As a public service organization it is our duty to help the public whenever we reasonably can, and particularly in an emergency where, on account of our large organization and potential strength, the Baltimore and Ohio is the only agency which can supply the necessary assistance.

The names of men who have assumed obvious responsibilities and



Upper left: Agent G. W. Taylor, Painesville, Ohio. Right: Mr. Hiram Mantle and his two sons. Below: A part of their beautiful orchard



handled them for the welfare of the persons and causes affected, stand out in history. It is a creditable thing to do this, especially in an emergency which one has never faced before. Mr. Taylor has proved him-

self a good Baltimore and Ohio neighbor in the best sense of the word and other employes would do well to follow his good example and handle similar emergencies with the quickness, grasp and good judgment which he showed.

sociation is now being promoted, having for its object the study of locomotive history and development and the preservation of records pertaining thereto. In carrying out these aims there will be no restriction as to territory, and the cooperation of all those interested, wherever located, will be welcomed.

Information in regard to the activities of the Association will be made available to the members through the agency of a bulletin, in which articles of a suitable nature will also appear.

Further particulars and conditions of membership may be obtained on application to any member of the Organization Committee:

Arthur Curran, 16 Ballard Street, Newton Center, Mass.

Charles B. Chaney, 97 Lafayette Avenue, Brooklyn, N. Y.

Norman Thompson, Assoc. Mem. Am. Soc. M. E., 3406 Spence Street, Winnipeg, Manitoba, Canada.

## Good Prospects for Marked Reduction in Loss and Damage Claims for 1922

**T**HAT the railroads will probably save between forty and fifty million dollars in freight loss and damage claims this year, is indicated by recent figures compiled and announced by the freight claim division of the American Railway Association.

The total payments made by the railroads in 1920 for losses and damage to freight in transit were \$119,832,127, while in 1921 the total expenditures for loss and damage were approximately \$101,000,000, a decline of 16 per cent.

The number of claims presented to the railroads for payment in January, 1921, was 305,816. By January, 1922, the number of claims presented had dropped to 200,353, a decrease of 35 per cent.

In the same period the number of claims paid decreased 40 per cent. or from 314,178 in January, 1921, to 189,913 in January, 1922, and the number of claims on hand and unadjusted was reduced 54 per cent. or from 578,525 on January 1, 1921, to 264,653 on January 31, 1922.

In January, 1921, \$10,375,196 was paid to shippers who had incurred losses. By January of the following year the monthly payments had been reduced to \$5,070,566, a decline of 51 per cent.

Further, the handling of claims has been so expedited that the average time elapsing between the presentation of a claim and its settlement has been cut 60 to 90 days, to 30 days.

In 1917, just prior to Federal control, the actual loss and damage payments made by the railroads totalled \$35,079,757. Under government operation of the railroads these payments increased to \$104,587,174 for 1919. In 1920 the loss and damage payments reached a new high mark, totalling \$119,832,127, largely a result of operations during Federal control.

With the end of Federal control the railroads began an intensive campaign to reduce the number of their loss and damage claims and consequently the amount necessary to reimburse shippers for losses of and damages to freight while in the hands

of the carriers. This campaign is made in the interests of economy of operation and is directed by the freight claim division of the American Railway Association. The results of this campaign are shown in the 16 per cent. reduction in loss and damage expenditures in 1921 and in the decrease of 35 per cent. in the number of claims presented.

As 300,000 fewer claims were carried over into 1922 than were on the books of the carriers at the beginning of 1921, and taking into consideration the reduction of 35 per cent. in the number of claims presented, which are generally for lower amounts than claims filed in 1921, there is good prospect that the total loss and damage bill this year will not exceed \$60,000,000, and it may be cut to \$50,000,000.

### International Locomotive Association Organized

**W**HILE the era of the greatest increase in the size and weight of the steam locomotive may possibly be regarded as having reached its zenith, there has never been a time when the detailed design has received such a degree of intensive study with the view of obtaining increased efficiency with existing types, as now.

The International Locomotive As-

### Cheerfully Recommends Savings Feature

South Chicago, Ill.,  
April 5, 1922.

Mr. W. J. Dudley,  
Superintendent, Relief Department,  
Baltimore, Md.

Dear Sir:

I assure you I deeply appreciate the good offices of the Baltimore and Ohio Relief Department in helping me acquire a home here, also the courteous treatment of your office while I was paying loan. I can cheerfully recommend the Savings Feature to all employes interested in securing a home.

Very respectfully,  
(Signed) Lawrence McManus,  
Yard Conductor,  
South Chicago, Ill.

## Please Watch Perishable Freight!

Perishable vegetables and fruits are moving in large quantities over the Railroad at this season and will continue to move and constitute heavy shipments for weeks to come.

Claims resulting from damages to such commodities have been heavy in past years. They can be sharply reduced by an effort all along the line.

Particular attention should be given to refrigeration and prompt loading and unloading. A reduction in claims from perishables will be to the credit of all employes engaged in handling them, and will be greatly appreciated.

C. C. GLESSNER,  
General Freight Claim Agent.





## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*

MARGARET TALBOTT STEVENS, *Associate Editor*

CHARLES H. DICKSON, *Art Editor*

Office, Mt. Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

### Opportunity

August first of this year marks the twentieth anniversary of the day that started as a messenger boy, "a runner," as we called it, for a downtown New York bank. Several days ago an advertisement appeared in the New York papers announcing the absorbing by this bank of another bank in the metropolis. The advertisement also contained the usual statement of the combined assets and liabilities and a list of the new officers, and it was in the latter that I was particularly interested.

The old Spartan who was president in my day is now the chairman of the board. (I best remember him for the enormous box of "three for five" stogies that he kept on his desk and made frequent use of.) In 1902 there was but one vice-president. Now there are seven, and the one first on the list (and I assume, the ranking one) was an assistant loan clerk in my time. Another of today's vice-presidents was chief clerk. The cashier and one assistant cashier of twenty years ago have grown into a cashier and ten assistants. Two of the assistant cashiers were just plain bank clerks when I was there and the other was the office boy for whom I used to substitute in the "front" office at lunch time.

So here in the official family of one of the largest banks in New York city, are five men who were punching a time clock with me, four times a day, just back in 1902. Not a single one of them had a "pull." They were ordinary American boys with high school or less education, of plain antecedents, but who have been faithful to their trusts, self-respecting, energetic and aspiring. There were others there in my day who were just as bright and had just as attractive personalities. But they made pleasure the main chance instead of business and I suppose that some of them are still answering the ring of the button from the front office, as they were in the days of yore, and perhaps wondering why.

### Special Ability

Special ability commands special pay.

When a person has both the theoretical knowledge and the practical experience that enable him to do certain things better than others, he can justly demand a good figure for his services.

He may be able to do the actual job in almost no time—but he had to spend years in work and study before he became an "expert."

A bank safe in a middle western town got locked and stuck.

Everybody who knew the combination tried to open it, and failed. In desperation they sent for an expert. He came, and in ten minutes opened the vault.

The expert sent in a bill for \$100. The bank president read it.

"That is very high," he said; "just have it itemized."

When it came back to the bank president, the bill read:

"For opening safe—\$5.00; for knowing how—\$95.00."

—*Brenneman's Fine Biscuit Magazine.*

### The World "Do" Move

In searching for railroad material in some old files in the library recently, we ran across a little booklet,

#### The Art

#### of Tying the Cravat

#### Demonstrated in

#### Sixteen Lessons with Thirty-two Plates

"Could it be true," was the conjecture, "that at any time in history mere man could have had enough time to spare to devote to the reading of such a treatise on personal adornment." Yet a hasty survey of its beautifully printed pages showed that it was only too true, that a species of the genus homo of the early nineteenth century was as elegant and particular about his dress as the proverbial peacock, that he was as fussy about his necktie as a mother hen is of her chicks.

The introduction to the treatise is a veritable commentary on the manners, in a sense, yea, even on the morals of the time. It is worth reading:

#### Introduction

It can be incontrovertibly asserted that this work, far from being an ephemeral production, will be found to contain a mass of useful information, and may be termed an "Encyclopedia of knowledge."

The Cravat should not be considered as a mere ornament, it is decidedly one of the greatest preservatives of health—it is a criterion by which the rank of the wearer may be at once distinguished, and is of itself "a letter of introduction."

In an age like the present, when a man of quality is so closely imitated by the pretender—when the amalgamation of all ranks seems to be the inevitable consequence of the "March of the Intellect" now making such rapid strides amongst us, we think a more signal service cannot be rendered to the higher ranks of society, than by the production of such a work as this; and, in the hope of being really useful, we offer to a discerning public, the "Art of Tying on the Cravat."

The work is divided into easy lessons—the first gives a solution of the celebrated problem known as the *Noeud*



ALFRED, COMTE d'ORSAY  
1798-1852

*From a portrait by Maclise*

"The Alcibiades of that age; as he delighted the parks in 'the thirties,' and, who with his whiskers, and his cabriolet horse, fairly took the town by storm."

Gordien, and is the key to all the others. The fifteenth lesson alone contains eighteen different methods of tying the Cravat: but lest any of our readers may be terrified at the idea of having so much to acquire at once, it may be necessary to observe that, as they are derivations from the fourteen first described, they are necessarily short and easy of attainment.

To render the work complete in every respect, plates, drawn from nature, are inserted; these will clearly explain any difficulty a beginner may experience in comprehending our directions, and will enable him to judge whether he has produced the proper effect on his own Cravat.

It is apparent that in those days the proverb, "fine feathers do not make fine birds," did not have much standing. But custom in man's dress, along with many other customs, has changed very much for the better in the last hundred years. The only trouble is that to some of us who foot the bills for women's clothes now-a-days, it may merely appear that the pendulum has swung from the overdressed male to the overdressed female, and that nothing has been accomplished thereby.

Yet man will not feel himself the loser, for he certainly plays fast and loose with style now a days, and enjoys his freedom from it, more so, perhaps, than at any time since personal adornment was limited to the fig leaf. Low shoes or high shoes, or storm boots, if you will; soft hat or derby, with a commendable preference on the part of most men for the former; rain coat or umbrella; stiff collar or soft; paddock, raglan or ulster in the overcoat;—it matters not what style he prefers and wears.

The reign of Beau Brummels and Berry Walls is happily a thing of the past. Today man is judged tonsorially, not on the strength of how much time and effort he puts on his personal appearance, but on how little it concerns him, so long as it marks him as a man of good taste and exemplifies the inward characteristics of cleanliness, neatness and orderliness.

### Where Neatness Counts

Passenger train men who keep their shoes shined, shave regularly, brush their teeth, and keep their clothes mended, attract the attention not only of the passengers, and leave a good impression that is valuable to the company, but are observed by officials who, it is almost useless to inform trainmen, are well worth impressing, favorably. Good looks—so far as cleanliness is concerned—is one of the essentials in making up a service record, though it may not be one of the items noted in it. A train employe who is polite and accommodating, looks pleasant, and who is tidy, enjoys a reputation among the traveling public and officials that is of great value to him. The slovenly man, whose beard and shoes are neglected, and who is as solemn in his looks and as short in his replies as he can be, and holds his job because he is competent in every other respect—safe, reliable and always on the job—lacks something he ought to have to make him perfect, or close to perfection.

—*Erie Railroad Magazine.*

### Wonder Savers

Tom Marrucci, Italian, with just enough cash to pass the immigration inspectors, landed at Ellis Island eight years ago. After a brief stay in New York, Tom showed up in Uniontown, Pa., penniless. He soon obtained employment as a street sweeper. His wages never have been more than \$2.50 a day.

Now he buys a home, paying \$10,000 for it. "This means 12 properties, I own," said Tom, between sweeps of his brush.



This is only another wonder worker by the little giant, Thrift. To get *Dollars and Cents*, you need *Dollars and Sense*.

### Before They Knew How to Multiply

It seems that some of the ancients—we are unable to state whether it was the Egyptians or some other ancient people—were unable to multiply numbers in the same way that we multiply numbers today. They were, however, able to get a correct answer when they wanted to find the result of taking a certain number a certain number of times. They were able to add, as we do, and, although they could not multiply in present day fashion—they could divide.

Let us take the two numbers 76 and 334, arranged as follows:

Line No.	Column No. 1	Column No. 2	Column No. 3
1	76	334	
2	38	668	
3	19	1336	1336
4	9	2672	2672
5	4	5344	
6	2	10688	
7	1	21376	21376

Total..... 25384

The above can be clearly understood if we, like the ancients, divide the numbers in Column 1 by 2 in each one of the seven lines indicated, carrying the quotient in each division down to the next line; hence  $76 \div 2 = 38$ , on the line below;  $38 \div 2 = 19$ , on the line below, and so on. And it will be noted that when one is left over after the division, it is thrown out of further consideration.

In Column No. 2 the first figure is added to itself to give the figure set below it on the second line of the demonstration; hence  $334 + 334 = 668$ , the figure appearing in Column No. 2 on the second line. And in like fashion 668 added to itself gives 1336, appearing in Column No. 2 on the third line.

To arrive at the result each number in Column No. 2 which stands opposite an uneven number in Column No. 1 is carried out into Column No. 3. Thus in the above demonstration the numbers 1336, 2672 and 21376, opposite, respectively, the uneven numbers 19, 9 and 1, which appear in Column No. 1, are added together, giving the result of 25384.

If you will multiply the two original figures, 334 and 76, you will find that this is the correct product.

There must be a theoretical explanation of this method of procuring the product of two numbers. We may have had it when we studied higher mathematics but if so, we have forgotten it.

Perhaps among our technically trained men on the Railroad there is someone who, without taxing his or our brains too much, can explain to us the mathematical theory of this demonstration.

Please don't crowd!



## Installation of the Huntington Avenue Slip Switch

By Theodore Bloecher, Jr.,

Division Engineer, Baltimore Terminal Division

ON SUNDAY, May 14, the new slip switch at Huntington Avenue Interlocking Tower was put into service and the old one which had been in service since 1908 was removed.

The new slip switch had been built adjacent to the tracks and immediately opposite the old one and work had been going on for some time fitting it up. Preparations for the installation were completed several days before May 14, and Sunday was selected as the time to do the work on account of the minimum number of train movements which would have to be contended with. The work was complicated by the fact that electric traction is used on this portion of the Belt Line and the third rail carrying the current required additional fittings and connections.

The general plan of renewal was first to

disconnect a portion of the third rail, in advance of all the other work. Then two wrecking cranes were spotted on the track adjacent to the old slip switch, with two flat cars between them. In the meantime signalmen were busy disconnecting the interlocking and trackmen were disconnecting the slip switch. The two cranes then lifted the old slip switch on to the flat cars, which were set in a spur siding out of the way. Trackmen then began loosening the dirty ballast while an engine moved four flat cars alongside to receive it. After this had been cleaned away, new, clean, ballast stone in a side dump hopper was brought alongside the location of the slip switch and the side doors opened, permitting it to run out. This new ballast was worked back and spread evenly over the ground. The ballast car was then moved away and the two wrecking cranes

lifted the new slip switch into place. When the cranes were taken away the slip switch was lined to position. After the lining was complete, the signalmen started their connections and the trackmen commenced connecting up the tracks.

A summary of the operations is as follows:

1. Third rail was clear at 6.28 a. m.
2. Wrecking cranes with flat cars were spotted at 7.34 a. m., and cutting loose of signal and track connections was begun.
3. Track and signal connections were cut loose 7.50 a. m.
4. Cranes had hitches made and ready to lift 8.00 a. m. but were held for Train 504.
5. Old slip switch lifted out 8.15 a. m. and moved away.
6. Four flat cars for handling dirt spotted at 8.28 a. m.; digging commenced.
7. Cars moved away at 10.28 a. m. to clear track and bulk of digging had been completed. The small remaining dirt was shovelled into ditch and this work completed 10.45 a. m. ready for ballast.
8. Work train returned and ballast cars spotted 11.10 a. m.
9. Ballast unloaded and spread 12.20 p. m.
10. New slip switch placed by cranes 12.37 p. m. and cranes released.
11. Slipswitch lined and ready to hook up 1.00 p. m.
12. No. 4 track ready for service 3.05 p. m.
13. No. 1 track ready for service 4.50 p. m.
14. Interlocking connected and signals operative 6.35 p. m.

## Traffic Class Closes Successful Season

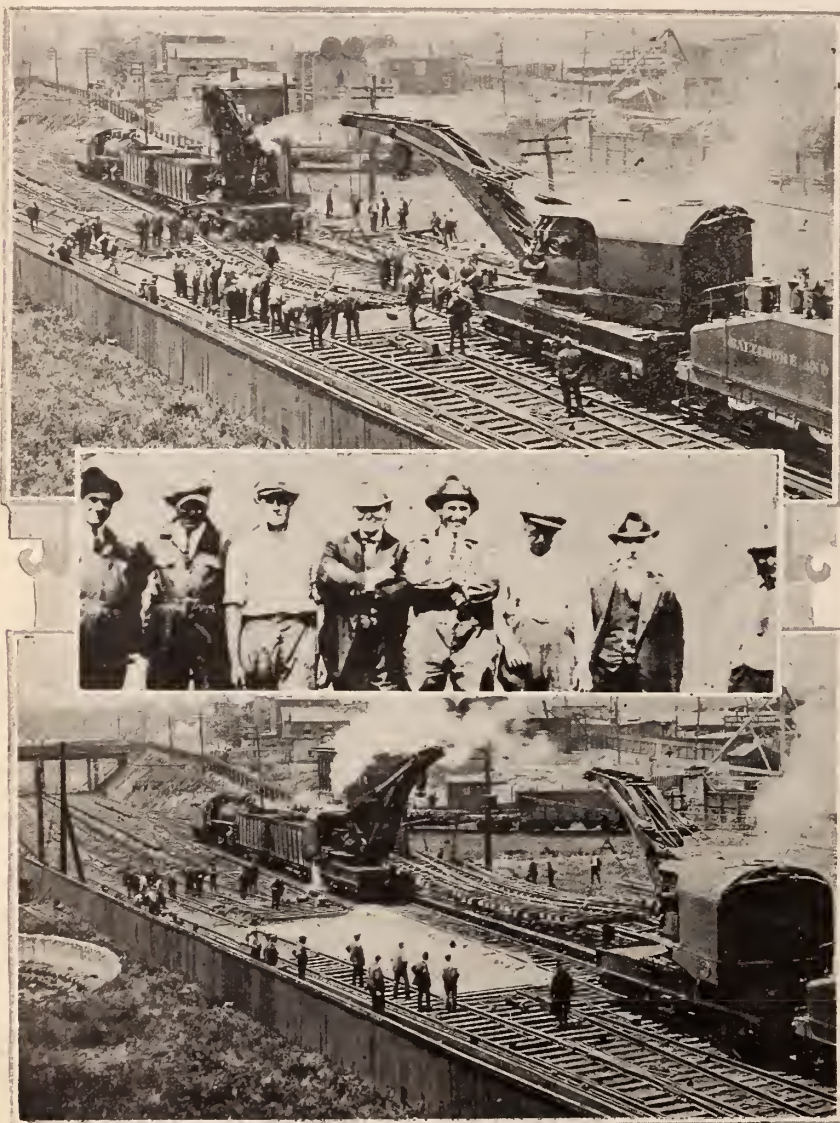
By W. H. Orem

AFTER a successful and profitable winter and spring series of sessions, the Baltimore and Ohio Traffic Class has suspended its weekly Monday night meetings in the Central Building Assembly room, for the summer season. The next meeting will be on the first Monday night in October, 1922.

The meetings were originated by the General Freight Department, and the hearty cooperation not only of its officials, but of those of other departments, insured its success as an educational and cooperative asset to the Road.

The meetings were largely looked after by Vice President R. J. Beggs, formerly chief rate clerk, General Freight Department, and now division freight agent at Cumberland. Enlightening talks were given by officials of the Operating, Car Service, Law, Live Stock, Police, Accounting and Traffic Departments.

The members who participated in this educational opportunity, are indebted to the officials who so willingly gave their time and efforts to make the meetings a success. Many more able speakers, as well as interested members, are in sight for the sessions in the autumn.



Installation of the new slip switch at Huntington Avenue, Baltimore Terminal Division. Bottom: swinging new switch into position. Middle, left to right: Signal Foremen W. L. Nethkin and W. R. Wheats, Track Foreman J. Hargett, Track Supervisor J. Harrison, Signal Supervisor B. H. Prinn, Track Foreman A. Miles, Third Rail Foreman W. J. Bacon, Track Foreman A. Tallero. Top: placing switch into position



# Lady Astor Honored on Mothers' Day by Employes of Akron Division

THAT Lady Astor has many, many interesting charms, characteristics and possessions, was amply made known to the American people during her recent visit to the United States. Chances are, however, that in the average American mind, looming larger than the fact that she is a beautiful American girl who became a titled English lady, and that she is the first woman ever to have been elected to membership in the House of Commons, and that she is an outstanding leader in the women's movement, and that she is a woman of ready wit and uncommon good sense—bigger than all these things is the fact that with them she has had the time to be the admirable mother and companion of six children.

It was, therefore, with this idea in mind that the employes of the Akron Division, under the leadership of Superintendent Stevens, remembered her motherhood on Mothers' Day. She was proceeding on our No. 7 over the Akron Division, and was presented with a beautiful bouquet of flowers to which was attached a card and on it "With Compliments of the Employes of the Akron Division of the Baltimore and Ohio."

In the last issue of the MAGAZINE we mentioned the fact that Lady Astor's father, Colonel Langhorn of Virginia, was a contractor who had charge of the building of quite a considerable part of the right-of-way of our Railroad. Lady Astor goes us one better in her charming note of acknowledgment, a re-arranged and reduced fac-simile of which is shown herewith. She claims membership in our own Railroad family and it is certainly a rare pleasure to welcome her into our ranks even in an ex-officio capacity.

Lady Astor's letter reads as follows:

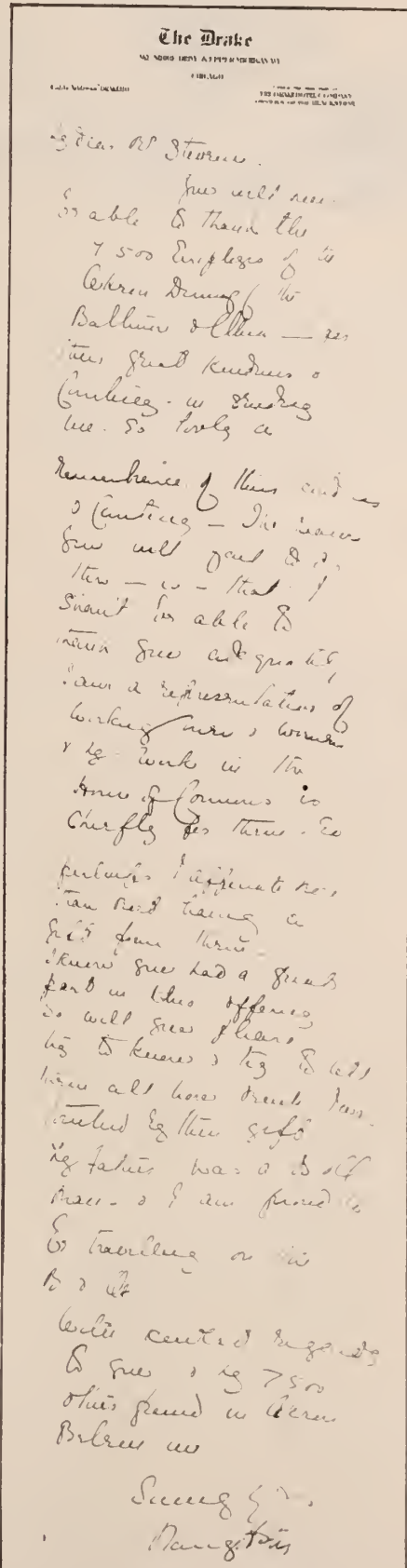
"You will never be able to thank the 7,500 employes of the Akron Division of the Baltimore and Ohio for their great kindness and courtesy in sending me so lovely a remembrance of their kindness and courtesy. The reason you will fail to do this is that I shan't be able to thank you adequately. I am a representative of working men and women and my work in the House of Commons is chiefly for them, so perhaps I appreciate more than ever having a gift from them.

I knew you had a great part in this offering, so will you please try to know and try to tell them how much I was touched by their gift. My father was a Baltimore and Ohio man, so I am please to be travelling on the Baltimore and Ohio.

With kindest regards to give to the 7,500 others on Akron Division, believe me,

Sincerely yours,

(Signed) NANCY ASTOR



Rearranged and reduced fac-simile of Lady Astor's letter

## Carnival Spirit at Pittsburgh Welfare Meeting

THE Pittsburgh Division Welfare Association provided fine hospitality at their annual reception and dance held on April 25 at the Rittenhouse, Pittsburgh. A large number of young folks were present to enjoy the excellent program the committee had planned. The fact is, there was no one present who could be classed as other than "young folk," for the stirring music, the kaleidoscopic array of costumes and the spirit combined to make the folks think that they were at the fountain of youth.

There was no interruption of the dancing program early in the evening and fox-trots stepped upon the toes of waltzes in rapid succession. Officials and employes had a chance to meet socially and the hours went by with the rapidity of No. 5 passing Broad Ford and the big buildings on the river bank. At intervals some of the dancers occupied tables for refreshments, but none lingered long there.

Finally the committee announced that there would be a grand promenade and everyone got in line and leisurely manoeuvred about the room. Each woman and man received a favor. Vari-colored carnival hats were passed out to each person. The ladies received, in addition, bright-hued parasols with which they kept the moonshine from freckling the faces of their escorts. It was a novel sight as the entire group marched about the room in their oddly shaped hats.

Unstinted praise was given the committee of arrangements for the successful carrying out of the program. The committee consisted of Messrs. C. J. Weaverling, chairman; J. W. Jennings, F. A. Nagle and E. C. Ringer.

## Commended for Fine Fuel Performance

The following letter is self explanatory:

Cumberland, Md.,  
April 28, 1922.

Mr. J. Norris  
Engineer

Mr. B. L. Mastin  
Fireman

Gentlemen:—It is with pleasure that I note the performance of Train 8, Engine 5210, Cumberland to Washington, on April 18. It was fired with only 371 shovels of coal, with a consumption of 5.2 tons per passenger car mile, it being particularly noticeable that there was no black smoke, nor was the pop valve open.

This is a highly commendable performance and I desire to express my highest appreciation of it.

Yours truly,

(Signed) C. W. Van Horn  
Superintendent





by G.H. Pryor  
Auditor of Disbursements

### Note:

All puzzles published in this department will be defined, as far as possible, from the *New Standard Dictionary*, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the *New Standard Dictionary*, the name of such authority must be stated at the end of the definition, in parenthesis. Obsolete words will be marked at the end of the definition thus—("obs"). Variant spellings of a word must be marked at the end of the definition thus—("var"). Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

**B**ELATED solutions of the puzzles in the March issue were received from the following: Margaret Smurdon, So. Chicago, Ill.; Philip M. Pennington, Cumberland, Md.; L. L. Grabill, Toronto, Ont.

### NEW PUZZLES

#### 1. CHARADE (8)

(In negro dialect)

Sam Johnson lived ONE Alabam'—  
His famby was pow'ful fond o' ham,  
So one night Sam he crept away  
To steal a ham TWO to eat nex' day.  
Now, dat smokehouse lock THREE guess  
'twas strong,

FOUR Sam wouldn't a-picked at it so long.  
Wow! Ole man Jones wid his rifle true  
Showed Sambo what rock salt kin do.  
Ah, we pause in sympathy fer Sam—  
He was peppered wid salt—in Alabam.

#### Moral:

When you wants ham fer to feed yer flock,  
Don't fool wid nothin' but a WHOLE lock.  
Baltimore, Md. *Charlotte Stibler*

#### No. 2. OCTAGON

- 1—A vehicle moved on wheels.
- 2—Beaten with a cane.
- 3—A cave dweller.
- 4—A plant or flower of the genus *Anemone*.
- 5—Causes to change place.
- 6—Natives of Denmark.
- 7—Obsolete or Dialect form of Ness.

Hoboken, N. J. *Lateo*

#### No. 3. CURTAILMENT (3)

I'm tryin' to write you some jingles  
But somehow th' jingles won't jing,  
For every darned time that I'm needin' a  
rhyme,  
By Gosh, I can't think of a thing!  
But I'm goin' to keep tryin' an' tryin'  
Because you have asked me for some—

But I'm tempted to shirk, for it's too much  
like work—

An' I'd ruther TWO fishin', By Gum!

Well, anyhow, part of it's finished  
An' I may get the rest of it done,  
But, the clouds floatin' by an' th' blue in  
th' sky

Are callin' me down to the run!  
Oh, it ain't any use to keep tryin'—  
Can't do any work in th' Spring!  
ONE a rod an' some bait! Oh, th' jingle  
can wait,

For I'm goin' fishin', By Jing!  
Baltimore, Md. *Martelia*

#### No. 4. SQUARE

1—An African ass-like mammal having a  
white or yellowish brown body marked with  
dark stripes.

- 2—Uniform in condition or action.
  - 3—Large or strong of body.
  - 4—A county in N. E. Missouri whose  
county-seat is New London.
  - 5—Incessant agitation.
- Weston, W. Va. *Colston Trapnell*

#### No. 5. CHARADE (6)

An editor once pencilled on my "stuff,"  
Returning papers—just this one word;  
"ONE."

I counselled my hurt ego thus:—Enough,  
As sure as nine plus one is TWO, I'm done.

Yet now your call to join again revives  
The itch of days when I was young and vain,  
Though youth has fled the self-conceit  
survives  
Impelling me to come to scratch again.

Should now this essay too be doomed as  
WHOLE

Yours truly wouldn't feel the hurt at all.  
New York *John Newman*

#### No. 6. HALF SQUARE

(Defined by *New International Dictionary*)

- 1—An inclosed space.
- 2—To do too much.
- 3—Cried as a cat.
- 4—Booty.
- 5—To make an addition.
- 6—In that manner or degree.
- 7—A letter.

Philadelphia, Pa.

*Alex Sander*

#### No. 7. DIAMOND

- 1—A letter.
- 2—An Asiatic measure of length and  
surface.
- 3—Any soft doughy mass.
- 4—A person of rank or importance.
- 5—A large city of Nebraska, county-seat  
of Douglas County.
- 6—Meal used in India.
- 7—A letter.

Baltimore, Md.

*L. E. Phant*

#### No. 8. CURTAILMENT (5)

Paddy McGinnis was pinched one day,  
For selling illegal home brew.  
And they put him in jail for an hour or more,  
When the court heard his pitiful TWO.

"I FIRST now your honor, I intended no  
wrong,

My TWO is for mercy from you.  
The toddy that was made, from the liquor  
I sold,

Would never amount to a stew."

So his Honor, the judge, considered the  
TWO

For Paddy his TWO had FIRST well,  
And the verdict, "Not guilty," was gladly  
received,

As Paddy could every one tell.  
Baltimore, Md. *The Major*

#### No. 9. RHOMBOID

Across:

- 1—Merchandise.
- 2—A small wax candle.
- 3—A sign prefixed to negative quantities,  
or quantities to be subtracted.
- 4—Any tint or hue distinguished from  
white.
- 5—To make new.

Down:

- 1—A letter.
- 2—A word denoting nearness or presence.

- 3—A male sheep.
- 4—A narrative poem of some heroic deed.
- 5—A Spanish title equivalent to Sir.
- 6—To mark with lines.
- 7—A male child.
- 8—In music, the name given to the second of the syllables used in the scale.
- 9—A letter.

Baltimore, Md. *Grace M. Manning*  
 No. 10. PYRAMID

Across:

- 1—A letter.
- 2—Papas.
- 3—Jollity.
- 4—More ornamental.
- 5—One who dwells in the eastern part of the United States.

Down:

- 1—A letter.
- 2—The tone F.
- 3—Mothers.
- 4—A United States dry and liquid measure.
- 5—An absurd sham.
- 6—To excite or inflame.
- 7—The female of the domestic fowl.
- 8—In solmization, the second note of any major scale.
- 9—A letter.

Baltimore, Md. *Red Crow*

No. 11. DELETION (6)

A railroad man a-courting went,  
 And went he in full well;  
 It then was seen that he was bent  
 On winning hand of Nell,  
 A handsome maid and belle.

It soon transpired that he did win,  
 And now he had her fast;  
 Through solemn rite and noise and din  
 He won her for his LAST,  
 And thus their lot was cast.

Eftsoon they're off on wedding ride,  
 As suits a railroad man;  
 They sped along through countryside,  
 Or over TOTAL'S span,  
 And little risk they ran!

Baltimore, Md. *Primrose*

No. 12. SQUARE

- 1—A mark made by anything that has gone by.
- 2—A work with two parapets meeting at a salient angle.
- 3—A sun-dried brick.
- 4—A heavy rope or chain.
- 5—To make obeisance.

Baltimore, Md. *W. J. Ahrens*

No. 13. DIAMOND

- 1—A letter.
- 2—An opening.
- 3—A lively but dignified dance of the Minuet class.
- 4—A detached work with two embankments making the salient angle of a fort.
- 5—An extensive group of radiated animals.

- 6—A point or end of anything small.
- 8—A letter.

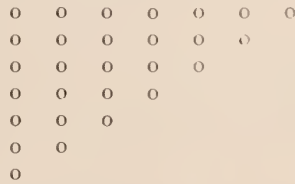
Baltimore, Md. *W. E. Mudden*

No. 14. DIAMOND

- 1—A letter.
  - 2—A malignant spirit which causes disease.
  - 3—Mothers.
  - 4—Same as Keratto.
  - 5—A signal-telegraph.
  - 6—A hole gnawed by a rat.
  - 7—Robbed.
  - 8—A natural substance containing one or more metals.
  - 9—A letter.
- Scranton, Pa. *Arly Ess*

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Among the new forms published this month are some that have not been described and I will now attempt to tell you what they look like. The half square is a form shaped like this:



The words read the same across, or horizontally, and up and down, or vertically, in their respective positions. The half square is not nearly so hard to construct as the square and therefore assumes much larger proportions than the latter. However, I think a seven letter half square is plenty large enough to begin with and the one published this month is a good example of its kind. The first definition is the top word of seven letters and so on down to the seventh definition which is "a letter."

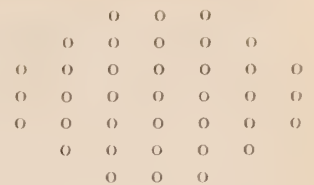
The octagon is, as its name would indicate, a form puzzle with eight sides. It is shaped like this:

**Prizes for Best Answers**

A copy of the standard book on puzzles, "Key to Puzzledom," will be given to each of the five employes submitting the best answers to the puzzles given in this issue of the Magazine, and having them in the hands of Mr. Pryor by July 15.

Only new puzzlers will qualify for this competition, it being felt that the old puzzlers will be glad to leave the field open to the beginners.

As it is unquestionably true that many employes will solve all of the puzzles given in this issue correctly, it will probably be necessary for those competing for these prizes to work out an original puzzle, to put him or her in the running. The names of the successful competitors will appear in the August issue.



The words read the same both across and up and down and the first definition is a three letter word at the top and so on down to the seventh definition which is also a three letter word.

**Just between You and Me**

We are receiving some encouraging letters concerning this department and it makes us feel that there is going to be a real interest developed among a great many members of the Baltimore and Ohio family.

Mrs. Gertrude L. Kelly, Law Department, Baltimore, says: "I am sure we are going to enjoy this department very much."

Miss L. Mildred Hemmick, Division Accountant's Office, Washington, Ind., says she enjoyed the first number very much and trusts the department will be continued because it is educational as well as interesting.

Colston Trapnell of Weston, W. Va., among other things, says: "This is the first time that I have ever taken any interest in puzzles but I can agree with you that it is a beneficial and delightful game. I am waiting impatiently for the next issue."

John Newman, terminal timekeeper, New York, says: "I was never interested in puzzles until I read your exposition of the game in the MAGAZINE. Can now see how it can easily become an absorbing hobby." Mr. Newman contributes a very neat charade in this issue.

Don't be bashful about sending in your answers and also new puzzles and don't forget we like to know your opinion of the department and are always glad to receive constructive criticisms.

The prizes offered by the MAGAZINE are well worth striving for. The "Key to Puzzledom" is a wonderful little book and almost indispensable to those interested in puzzling.

Have you read No. 3, the curtailment by Martelia in this issue? Sounds very much like James Whitcomb Riley, doesn't it? Martelia is, in everyday life, C. Russell Taylor, one of the famous veterans of puzzling, and his verses are always delightful. He served the Baltimore and Ohio many years in different capacities, his last position being that of cashier, Camden Freight Station.

The National Puzzlers League will hold its semi-annual convention in New York City on July 4 at the Hotel McAlpin. If any of the Baltimore and Ohio Puzzler's Club happen to be in New York that day they are cordially invited to drop in and meet some of the brightest lights in the game.

(Continued on Page 64)



# The Eighth Annual Concert of Baltimore and Ohio Glee Club

*In All Respects a Noteworthy Advance over Previous Efforts*

THE Eighth Annual Concert of the Baltimore and Ohio Glee Club was held on the night of May 24 in the Academy of Music Concert Hall in Baltimore. About a thousand of the music loving associates and friends of the Club members on the Railroad attended, and in point of numbers made the concert the most successful the Club has ever given.

This year the Club was fortunate in having secured over seventy officers and employes of the Railroad as associate members, this privilege being open to anyone connected with the Baltimore and Ohio at a cost of \$5.00 per year. This year each associate member was sent five tickets without further cost and quite a number of them were present with their friends.

The program follows:

- The Sailors' Chorus..... Joseph Parry
- At Dawning..... Charles Wakefield Cadman
- The Drum..... S. Archer Gibson  
The Glee Club
- La Colomba (The Dove)..... Kurt Schindler
- Dinna Ask Me..... Sidney Homer
- Will o' the Wisp..... C. G. Spross  
Matie Leitch-Jones, Soprano

- Sylvia..... Oley Speaks
- Swing Along!..... Will Marion Cook  
The Glee Club
- Arabesques on Strauss' "Beautiful Blue Danube"..... Schultz-Euler  
Mr. Sylvan Levin, Pianist
- The Four Winds..... Franz C. Bornschein
- The Handorgan Man..... A. V. Othegraven  
The Glee Club
- La Campinera (The Wren)..... J. Benedict  
Flute obligato played by Mr. F. Gottlieb  
Matie Leitch-Jones, Soprano
- The Night of a Star..... Daniel Protheroe
- Unfold, Ye Portals..... Gounod  
The Glee Club

What the Baltimore music critics thought of the work of the Club is suggested in the following critique from the Baltimore News of the day following, headlined "Audience Pleased by Baltimore and Ohio Singers."

An important feature of the concert given by the Baltimore and Ohio Glee Club at its concert in the Academy of Music Concert Hall last night was the first local performance of "The Four Winds," the work with which Franz C. Bornschein of this city won first prize in the national competition conducted by Swift & Co. in Chicago.

The score is an interesting one and displays the distinctive creative gift of its composer more effectively than any work of his I have recently heard.

It has the initial advantage of a good "libretto," being written around an appealing poem by Charles Luders, that permits of a varied and contrasted musical expression. The spirit of the verse is admirably grasped and maintained and in addition to vivid descriptive passages there are beautifully melodic episodes.

### Can Sing Well

The Baltimore and Ohio Glee Club offers more than casual claim upon consideration. Its tonal quality is good and its singing is characterized generally by refinement and technical ability. It reflects abundant credit upon its leader, Hobart Smock, testifying to his careful training and understanding.

The soloists were Matie Leitch-Jones, soprano, and Sylvan Levin, pianist. Mrs. Jones was again successful and following her brilliant performance of Benedict's "The Wren,"

*(Continued on Page 23)*



The Glee Club as it appeared at its Eighth Annual Concert. The director, Mr. Hobart Smock, is on the extreme right





## Brunswick Veterans' Picnic an Achievement in Civic Progress

Spectacular Parade, and Fireman, Cowboy, and Indian Demonstrations, Make Brunswick Celebration Unique Among Veterans' Picnics

ON the morning of May 10, nearly 300 Baltimore Veterans arose, looked out of their respective windows, heard the patter of raindrops and saw the dripping trees and the wet pavements. Then, heaving 200 simultaneous sighs, they crawled back into their respective beds.

Up in Brunswick at the same time the whole population arose and did the same thing; that is they got as far as the sighs, but they didn't crawl back into bed. Instead, each citizen gritted his respective teeth—or tooth, as it happened to be—and made up his mind that, rain or shine, *the picnic must go on.*

Just at this point in the story, the women of Baltimore arose—Oh, no, the wives of the Veterans do not pack lunches and frizz their hair and make doughnuts and caramels for nothing. The day was set, and the children were ready. They called their husbands and the call was impressive. Simultaneously again the husbands rolled out of their respective beds and came rushing downstairs to eat the breakfasts which were ready and waiting for them. One hour later the families were on their way to Camden Station to take the train to Brunswick. The Brunswick Veterans had said that they were going to have a picnic, and when they say something they mean it.

Among those waiting at the station at Brunswick to greet the folks from Baltimore were W. Ray Smith, president of the Veterans, and Veteran John Martin, who entertained many of the Railroad officers and friends at his hospitable home on that day, as he has done for many years.

Some of the Veterans brought basket lunches, others purchased lunches on the grounds. Those who partook of the picnic lunch declared it the best of its kind that they had ever tasted. The Brunswick ladies presided at the tables where the dainties were to be had, and many "filled

themselves to bustin'" with the delicious punch and lemonade, ice cream and sandwiches.

Mingling with the Veterans and their families, greeting one and then another, and listening to and telling old yarns, were the officers from Baltimore: Vice President of Operation and Maintenance C. W. Galloway, General Manager of Eastern Lines E. W. Scheer, General Superintendent White, Superintendent Hoskins, Chief of Welfare W. W. Wool, Superintendent of Relief Department W. J. Dudley, General Superintendent of Transportation W. G. Curran and Master Mechanic A. K. Galloway. There was also our popular Dr. Hedges, Grand President of the Veterans G. W. Sturmer, President of the Baltimore Chapter and Mrs. Wall, Past President Bowers, Master Mechanic Fritchey, William J. Grove of the W. J. Grove Lime Company, and a host of old timers.

One of the notable visitors who enjoyed the ceremonies was Adam Kohlenberg, who has been agent at Adamstown for so long that he defied any of the others to tell the number of years. Hale and hearty and full of fun, he told a story of his grandfather, another Adam Kohlenberg, who, with his wife Evaline, lived at Adamstown. Quite naturally the inhabitants of the town spoke of the old couple as Adam and Eve. One day when an army of Rebels came through the town, they happened to notice the sign over the gate reading: ADAM KOHLENBERG. "Aha," quoth one of the officers, "here is Adam. Now where is Eve?" "There she is at the window," said his informant. The officer looked up. Sure enough, there stood Eve at an upper window. The officer drew a long breath, blew his nose, looked again and said: "Well, I'll be . . . hanged!" (P. S. "Hanged" is simply a substitute for a word which the modesty of our printers forbids our using.)

About 2.00 p. m., the rain ceased, the sun burst forth, and down the main street of Brunswick, in all their glory came the marshalls of the parade, on horseback—John Green, chief clerk, Transfer Shed, Brunswick, and Engineer Jesse Mann. Following these came the Brunswick Band. The Cumberland Shop Band was there, too, as was the band from St. Mary's Industrial School, Baltimore, and the Yellow Springs Band! There were about twenty or more men dressed as Indians, of whom the chief was Engineer A. B. Haller, who has seen 40 years of Baltimore and Ohio service; there were as many cowboys who tore up the place with their shots and whoops when they engaged with the re-skins in a spectacular sham battle; there were cars loaded with Veterans and the officers as their guests—all of these were important features in themselves, but the real representative character of the town of Brunswick was shown in the wonderful picture presented by her school children. West End School, under the guidance of its principal, Miss Wenner; East End School, with Miss Ella Krieg at its head, and St. Francis Catholic School, led by Father J. Donlan, gave perhaps the most spectacular display that has ever graced the streets of this or of any other town of its size.

There were little Health Crusaders, in red and white; little engineers, firemen, oilers, flagmen, and representatives of all of the industries of the town, including the "butcher, the baker and the candlestick maker." There were the hospital corps, the standard bearers, little girls bearing torches to light the way to Brunswick; there were groups of fairies and gay butterflies; there were the little bride and groom, children of Checker W. L. Burkholder and Brakeman C. L. Moats, who advertised the S. T. Little Jewelry Company; there were older girls who represented the Women's Council of 1942; the little folks who advocated clean streets for Brunswick, pure sweets for the kiddies, the Baltimore and Ohio Home-Maker; the future doctors and nurses of the town, the policemen, and the future mayor of the town, and certainly not the least among the "futurists" was the future president of the Baltimore and Ohio sitting astride of his pony with all of the dignity of a Baltimore and Ohio president. Is there any wonder that hats flew up in the air, that cheers went out and fireworks were sent up after the manner of a Fourth of July celebration? Then came the American flag, carried by Sam Sicura, of Knoxville, Md. This was the crowning feature of the parade, and it was only when the call to the speakers' stand came that the cheers subsided.

The school children sang the Star Spangled Banner and a prayer was made by John Wesley Peyton. There was music by the bands, and the addresses began. The speakers were introduced by Yardmaster John T. Martin, who holds a half-century service record with the Baltimore and Ohio.



Mayor Shaffer told of the close association of the town with the Baltimore and Ohio, reminding his hearers that the success of one depends upon the success of the other: how, through the liberality of Mr. Galloway the schools of Brunswick had secured the best equipped playgrounds of the State; of how the Baltimore and Ohio had helped them secure the splendid fire-fighting apparatus and the fine hard-surfaced road on North Hill. He extended a hearty welcome to Brunswick and offered the thanks of the town to the Baltimore and Ohio.

Mr. Martin then gave a talk on the growth of the town, after which he introduced O. P. Karn, president of the Chamber of Commerce. Dr. Hedges read the letters from President Willard and others of our officers who were not able to attend.

Vice President Galloway expressed his pleasure at being present and his appreciation of the splendid growth of Brunswick. He paid a fine tribute to the work of the schools and to the splendid showing of little men and women, the future railroaders. He said that it was the pleasure of the Baltimore and Ohio to help a good cause. "You may well be proud of what you have done," said Mr. Galloway, "and when you are ready to do more, the Baltimore and Ohio is here to help you." He told of the growth of the Veterans and their work for the general welfare of the Baltimore and

Ohio Family. He touched briefly upon the general railroad conditions.

W. G. Curren, general superintendent of Transportation, gave an inspiring talk on what more business means to the Baltimore and Ohio, comparing transportation costs from time to time, and spoke in general of the handling of cars.

Judge G. H. Worthington spoke with a touch of real humor of the growth of Brunswick, describing in detail the selling of Brunswick bonds and some of the trials of the early days in the town.

General Manager E. W. Scheer told the people how pleased he was with the wonderful sights which had greeted his eyes since that parade began, of his appreciation of the work of the Brunswick folks. He called their attention to the fact that as soon as the first speaker had opened his mouth to speak, all of the trains in Brunswick seemed to have begun to move. His jovial manner proclaimed to all his enjoyment of the day.

Superintendent R. B. White expressed himself as being glad of the opportunity to thank the people for their splendid work. Said he, "The men of Brunswick have been called upon to do many difficult things. . . but they have never been found wanting." W. W. Wood, chief of Welfare, in his able way, held the throng on the verge of laughter one minute and made their hearts go thumpity-thump the next. He paid a

glowing tribute to the women, and appealed to them to make real men of the masculine element in their respective families. "It is not whether or not you are descended from the monkey," said Mr. Wood, "but how much and in what direction."

Just as Superintendent Hoskins began to speak, there was a slight disturbance at the rear of the speakers' platform. Those who turned their heads in time saw a teacher seize upon an oil can and apply the container end of it in the proper spirit to a youngster who, evidently, had become a little too hilarious. This was only an example to show that Brunswick teachers are disciples of the old time training.

Mr. Hoskins extended his congratulations to the people, not only in their exhibition of the day, but in their daily work. He said that Brunswick is one of the best examples of a terminal on the Railroad. Grand President of the Veterans G. W. Sturmer, who was next in line, gave a short talk to the Veterans, congratulating them on their fine showing, and on their efficiency as Baltimore and Ohio men. Reverend E. E. Burgess, of the Episcopal Church, pronounced the benediction.

Fland! Dang! Boom-a-lang! This was the fire alarm! The people rushed hither and thither. Over in the grove there was a sham battle going on between the redskins and the cowboys, of whom Conductor R. L.



PICNIC DAY AT BRUNSWICK, MD.

1. St. Mary's Industrial School Band. 2. "Sam" Sicura, not yet a citizen of the United States, but loyal to the extent of paying \$25 for this splendid "Old Glory," which he carried in the parade. 3. Lighting the way to Brunswick, these little torch-bearers were among the throng of marchers. 4. The "big girls" carried a flag too. 5. Little oilers from St. Francis School. 6. Yes, dere wuz Cullud folks watchin' dat parade. 7. The old fire engine and crew; see Brunswick Among Ourselves notes for a picture of the up-to-date apparatus. 8. The "Future President of the Baltimore and Ohio" was Howard Mohler, on his pony. Pictures of more of our little school folks will be published later.



Much is the leader. In a few seconds it was over, and everybody began looking for the fire. On the other side of the road there stood a little shack in full blaze. Down the street at full speed came the spik and span new fire engine. Cowboys, Indians and policemen kept the people at a safe distance; and in a few seconds a huge stream of water was turned on, and in a jiffy the fire was out. They had never had a real fire in which to try out their new apparatus, so a

"put up job" served the purpose and furnished no little interest and amusement to the several thousands of spectators.

Refreshments and dancing ended the program for the day, and everybody went home with a vote of thanks on his lips for the lovely day and the fine time. One little fellow expressed the sentiment of the crowd when he said, "Gee, but I wish this would last a week!"

## Vice President Galloway Addresses Memorial Meeting at Grafton

ON Sunday, May 14, the Grafton chapter of the Baltimore and Ohio Veterans held its second annual memorial service in the high school auditorium.

The principal feature of the service was an impressive address by C. W. Galloway, vice president Maintenance and Operation. Commenting on it, the local paper stated that from a practical point of view, it was one of the best addresses ever made in the city of Grafton.

Mr. Galloway spoke of the loyalty that is necessary on the part of any man who is allowed to remain in the employ of any corporation for 20 years. He cited cases where some of the Baltimore and Ohio employes have service records of as many as 57 years. He paid tribute to the women, the wives of the Veterans, and to the mothers of Railroad men. He spoke of those in whose honor the memorial service was held and told of the work that these had done. The list is as follows:

### In Memoriam

NAME	Entered Service	Died
Robert Anderson	1884	Feb. 9, 1920
John H. Bennett	1889	Dec. 26, 1919
John M. Cassell	1879	July 25, 1920
James Flanagan	1857	June 27, 1919
P. J. Fahey	1869	Aug. 5, 1920
James W. Grinnan	1870	March 17, 1920
J. Patrick Judge	1867	Sept. 6, 1920
Albert P. E. Lucas	1873	Sept. 28, 1921
Chas. H. McCafferty	1871	Dec. 8, 1921
Samuel W. Ridenour	1874	Nov. 25, 1920
Bailey N. Yates	1890	July 24, 1921
John W. Deneen		Honorary Member
Mrs. S. W. Ridenour		Oct. 7, 1921.

The program which follows was printed in attractive pamphlets, on the backs of which were the words of the two hymns that

were sung. Frank Keane, president of the Grafton chapter, was in charge of the services.

- 1 Music Orchestra
- 2 Opening Exercises President
- 3 Hymn, "Come Thou Almighty King" Audience
- 4 Invocation Rev. T. E. Maness
- 5 Music Orchestra
- 6 Hymn, "Beautiful Isle of Somewhere" U. B. Quartet
- 7 Roll Call of Deceased Members
- 8 Duet, "O Morning Land"
- 9 Orchestra
- 10 Introduction B. Z. Holverstott
- 11 Memorial Address C. W. Galloway
- 12 Music—Selected Andrews Junior Choir
- 13 Hymn, "God Be With You 'Til We Meet Again," Audience
- 14 Benediction Rev. M. B. Miller
- 15 Orchestra

After the services were over, Mr. Galloway and the other officers of the Railroad and of the Veterans' Association were carried in the automobiles of Brothers Dattson, Peterfield, Osborn and Carter, to Prunty Town. Here they visited the Industrial School, and spent a pleasant hour with Superintendent and Mrs. Fletcher.

Rev. G. H. L. Beeman, in a letter to the editor of the Grafton paper, cited this meeting of the Veterans as a great opportunity to promote the "Grafton spirit," for, as he said, "Grafton is what it is today largely because of what the railroaders have done."

### The Death of Charles W. Thayer

CHARLES W. THAYER was born on March 11, 1857, at Terra Alta, W. Va., where his father was engaged in the hotel business. Several years later they moved to Walkers, W. Va., where Mr.

Thayer attended school for about ten years. His father owned and operated a small farm and Mr. Thayer worked it during his early boyhood. On September 1, 1880 he entered the service of the Baltimore and Ohio as brakeman. He continued in that capacity until 1885 when he was transferred to the Maintenance of Way Department. One year later he was transferred to Rowlesburg, W. Va., as a pumper. Here he worked for about nineteen years. About 1905 Mr. Thayer moved to Cumberland where he continued working for the Company as a pipeman until the time of his retirement. Mr. Thayer married Miss Ella Wheeler in 1886. They have three children, two sons and a daughter. One son is a clerk in the Post Office Department, Cumberland; the other is a truck driver, Washington. The daughter is a school teacher in Cumberland. Mr. and Mrs. Thayer now reside at 58 Baltimore Avenue, Cumberland, Md.

## Eighth Annual Concert of the Baltimore and Ohio Glee Club

*Continued from page 20*

the flute obligato of which was well played by Frederick H. Gottlieb, she sang the Norwegian echo all of the coloraturas are warbling these days—"Kom Kyra."

### Attracts Large Audience

Mr. Levin presented the Schultz-Euler "Arabesques on the Blue Danube Waltz" fluently and sympathetically, creating a far better effect with it than with the Rachmaninoff G-minor Prelude, which he played at much too rapid a tempo.

The concert, which attracted a large audience, was quite a "family" affair. The ushers were conductors of the Baltimore Division of the Baltimore and Ohio Railroad and the program boys were the messengers, all in uniform.

The soloists appearing with the Club made splendid impressions. Each had chosen numbers suitable for the occasion and their work was heartily enjoyed and applauded. The pianist, Mr. Sylvan Levin, has been the accompanist of the Glee Club during the past year and has had not a little to do with the success of the season's work.

To Mr. Hobart Smoek, the director of the Club, goes the largest share of praise for the way he handled the really difficult music which was sung this year. In this respect the program was far in advance of anything before attempted by this Club and shows a musical advance both in aspiration and accomplishment.

The club will resume its rehearsals in September and all men singers in the service who can attend regularly on Monday nights, are cordially invited to join.

## Hail! Hail! The Gang Will All Be There!

Make all your arrangements early for the Western Lines Picnic of the Baltimore and Ohio Veterans, Buckeye Lake, the Atlantic City of Ohio, August 17. Seven miles of water, bathing beaches, motor boats, sailing, large passenger boats, dancing pavilions and amusements of all kinds at your disposal. Come spend the day with us. The Western Lines expect to send a good delegation to the Eastern Lines Picnic to be held at Pittsburgh on July 20.



## THE BALTIMORE AND OHIO RAILROAD COMPANY

### Relief Department—Advisory Committee

#### Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
C. H. CRAWFORD.....	Yard Brakeman.....	Glenwood, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

#### Motive Power Department

L. A. CATHER.....	Machinist.....	Fairmont, W. Va.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

#### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	St. Louis, Ill.
J. S. PRICE.....	Account Clerk.....	Newark, Ohio.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

#### Statement of Pension Feature

Employees who were honorably retired during April, 1922, and to whom pensions have been granted;

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Andrews, George W.....	Crossing Watchman.....	Conducting Transportation...	Newark.....	43
Bryan, Homer H.....	Conductor.....	Conducting Transportation...	St. Louis.....	39
Constantine, Henry.....	Conductor.....	Conducting Transportation...	Baltimore.....	40
Devitt, James.....	Laborer.....	Motive Power.....	Ohio.....	28
Engle, Isaac N.....	Train Baggage Man.....	Conducting Transportation...	Pittsburgh.....	38
Hays, James W.....	Mill Machine Hand.....	Motive Power.....	Baltimore.....	41
Murphy, John.....	Crossing Watchman.....	Conducting Transportation...	Toledo.....	35
Myers, Michael C.....	Gateman.....	Conducting Transportation...	B. & O. C. T.....	23
Perin, John O.....	Machinist.....	Motive Power.....	Baltimore.....	46
Santee, S. F.....	Engineer.....	Conducting Transportation...	Toledo.....	39
Weidemeyer, Charles B.....	Laborer.....	Stores.....	Baltimore.....	41
Weirick, Alfred.....	Engineer.....	Conducting Transportation...	Chicago.....	31

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1921, \$367,795.95 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to include March 31, 1922, amount to \$4,726,732.55.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Dugan, James W.....	Crossing Watchman.....	Conducting Transportation	Ohio River...	April 3, 1922.....	47
Combs, Benjamin F.....	Foreman.....	Maintenance of Way.....	Illinois.....	April 6, 1922.....	43
Butt, Hamilton.....	Brakeman.....	Conducting Transportation	Baltimore.....	Feb. 16, 1922....	42
Lloyd, John.....	Lieut. Police.....	Police.....	Baltimore.....	April 25, 1922....	33
Besse, John.....	Crossing Watchman.....	Conducting Transportation	Newark.....	March 25, 1922....	51
Maneely, George P.....	Engineer.....	Conducting Transportation	Newark.....	April 20, 1922....	42
Hammond, Thomas.....	Conductor.....	Conducting Transportation	Baltimore.....	April 20, 1922....	50

# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine;  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted village"

## John T. Miller

John T. Miller was born in Baltimore on January 12, 1856 and has lived here all his life. He entered the service of the Baltimore and Ohio on August 21, 1879 at Bailey's as engine cleaner. He worked here for ten years, then went to Riverside under Mr. White, where he worked 18 years. He was transferred to Mt. Clare on October 5, 1907 as carpenter, and on May 1, 1910 became a truck builder. On February 1, 1916 he was made a tender inspector, and worked in this capacity until he was pensioned.

## Plymon Wilson

Plymon Wilson was born at Shalersville, Portage County, Ohio, on May 8, 1855. He went to Burlington, Iowa with his mother and sister in 1867, his father having died the previous year. He entered the

service of the B. & O., now the C. B. & Q., as fireman in 1878, and was promoted to engineer in October, 1881. He came to Youngstown, Ohio, in 1889, and entered the service of the P. & W., now the Baltimore and Ohio, in April, 1889. Here he was in continuous service of the Company until April, 1917, when he took a severe cold which culminated in spinal trouble. This affected the optic nerve and he has never fully recovered.

## Joseph Acton

Joseph Acton, carpenter, Ohio Division, was born on May 24, 1857, in South Union Township, Ross County, Ohio.

Mr. Acton did not have a chance to attend school and as soon as he was large enough, worked on a farm.

At the age of 28 years he left the farm and secured a position in the Maintenance

of Way Department of the C. H. & D. Railroad where he worked until November, 1900.

On March 26, 1901 he secured a position as carpenter in the Motive Power Department, Chillicothe Shops, and continued there until about one year ago, when rheumatism crippled him to such an extent that he could no longer follow his occupation.

Mr. Acton was a faithful worker. He is much respected by his fellow men, and it is with reluctance that he gives up his activities with the Baltimore and Ohio.

Mr. Acton has a wife and one son living.

## I. N. Engle

I. N. Engle, pensioned baggageman, was born on August 23, 1847. He entered the service of the Baltimore and Ohio as brakeman on through freight from Pittsburgh to Cumberland.

He left the Baltimore and Ohio on April 29, 1880 and went to work on the P. & L. E. Railroad on May 5, 1880 as freight conductor. On March 17, 1884 he returned to the Baltimore and Ohio in the passenger service as brakeman and baggageman and served in these positions until January 27, 1892.

He was married in 1871 and his wife died in 1887. There were born to them four children, two of whom are living, I. N. Engle, Jr. and A. R. Engle.

(Continued on page 63)



OUR PENSIONERS' ART GALLERY

Left to right upper row: John T. Miller, Charles W. Thayer, Plymon Wilson, Joseph Acton. Lower row: Isaac N. Engle, Mr. and Mrs. Simon Nicholson, H. H. Bryan



# Women's Department

Edited by MARGARET TALBOTT STEVENS

## "Dear Sue—"

By *Katye M. Coplan*

Dear Sue:

I guess you've been wondering, Sue, what on earth's happened to me since the last time I took my pen in hand to write you an epistula. Guess where I been. Shucks, here I'm telling you to guess just like I never knowed what a punk guesser you always was. No harm meant, Sue; you know I wouldn't hurt your feelings for Rockefeller's income, but you know yourself that it wouldn't take Boob McNutt a hundred years to get wise to the fact that you never was able to sneak out of the infantile class in guessin' school.

My stars, Sue! Do you remember the time in our kiddhood days, a thousand years or thereabouts ago, when I held out my closed fist and told you to guess if a chestnut or a chocolate was in it, and you guessed "Fun pkin?" Well, Sue, I might as well upset the frijoles, otherwise known as spillin' the beans. Read this as follows: I'VE BEEN TO NEW YORK!

"What! At this time of the year?" I can hear you yell incredulous. Yes, Sue, sure. Every year I take my vacation as early as possibly, while that villan, Spring Fever, holds me in his grip; then, Sue, in Summer, when the rest of the bunch is away sending post cards with the "having-a-good-time, wish-you-were-here" messages, poor old Yours Truly is working like a peppless army mule. However, that's how I come to get to that city teething—no, I mean, seething—full of populations.

Say, Sue, did I tell you what road I went by? Why, I went on the Baltimore and Ohio, and if you ever travel on any other road, Sue, you'll be the biggest boob that ever shook a hoop and you'll deserve being knocked down for a row of ash cans. Say, Sue, it was the cleanest, fastest, comfortablest, altogether beatenist train I ever deigned (get that word?) to honor with my presence, as the authors warble. Believe me, Sue, if the people in this world all give the Baltimore and Ohio one trial, then every other railroad will have as many passengers as the used to be Kaiser Bill had friends among our boys in that summer of 1918.

Well, Sue, when I made my arrival in the Big Town, I immediately looked up my cousin, Prunella. You remember her, don't you? She's a real nice looking girl, Sue, all except for the fact that her eyes look at each other. I got Prunella to take me sight-seeing, for I'd made up my mind that I

was going to give New York the snappy once over, even if I had to make my return trip lying in state with a lily on my chest, owing to a broken neck, caused by too many lingering glances at the giants of buildings. Well, Sue, the next day Prunella showed me Broadway, and take it from me, Sue, I was holding tight to Prunella's arm. Say, have you ever been on Fifth Avenue? Well, say, if there's a sweller row of huts anywheres in this world, please send me a picture of them on a post card. The next few days she, Prunella I mean, showed me the rest of the town, the tall buildings and the statue of Liberty Long May She Wave. But you've been to New York, so I won't bother about telling you more about that. What I want to tell you now, Sue, is about the theater. Prunella and me went one day up a whole string of steps, so long that I thought 'twasn't no end to them. She called the place the peanut gallery. Well, I guess 'twas, but I can tell you I was scared almost stiff setting up next to them roofs. There I set, as near to Heaven as I'll ever get, I reckon, wondering what to do if the place caught afire or some other small accident. Presently I commenced wishing that I hadn't forgot to say my prayers the night before, but when you're in New York you know you don't know night time from daytime, and I had let prayers go by before I knew it. Just while all this was running through my head, the curtain went up.

Some show, Sue! Me and Prunella enjoyed it from the very minute it started to the thirteenth and last curtain call. You know, Sue, it was a little bit sad, and you couldn't help from crving with two men shot, three children dying and the heroing committing suicide, could you? We cried the whole time, and oh, it was grand!

After the show we walked through Central Park. I wish to goodness you could see how the boys flirt there nowadays. Why the fellows home who flirt are sort of shabby looking, but these was real nifty looking guys. One of them was dressed right up to the minute, you know, in a three-button coat that fit him like your last summer's evening dress fitted me when we went to Cousin Marie's ball. But what I started to say was that I couldn't pay any attention to him, because as you know, that old saying, "A bird in hand is worth two in the bush," comes sorter home to me, and when I thought about John, I recollected that I hadn't learnt it for nothing. I just felt like that being as I have John at home, he's worth two of them Charlie Chaplin looking objects in Central Park when you don't know whether they got train fare to come to see you or not.

Well, Sue, that trip ended my vacation, and here I am now, working like I know the definition of being born on Saturday. Please write to me soon.

Your loving friend,

*Kitty*

P. S. Don't forget what I said about the Baltimore and Ohio, Sue. It's got the best service in the world, the politest conductors, the nicest riding trains, and the shiniest faced waiters on their dining cars that you ever saw.

—  
**Try our Magazine pattern service. Write your name and address clearly on the blank, together with number and size of pattern. Enclose this in envelope with price. Stamps preferred, and receive your pattern in five days.**

## Fashion Notes and Rhubarb Pie

By *Marie Slatterick*

Division Engineer's Office, Wheeling, W. Va.

### Hosiery and Brogues

**H**AVE you girls seen the latest thing in hosiery? Some call it "nude" and others call it camel. Really, from a distance you might think that one of these sweet young things is walking around in sandals and "birthday hose." But they're good looking anyway, and they're wearing with them those lovely brogues of kid and calk; and the kid matches the hose, you know. You can poke all the fun you want, but these certainly are dressy, and inasmuch as sports clothes are going to be popular this season, a pair of brogues should be added to Milady's wardrobe without delay. Oh, yes, one of the nice things about them is that they're not expensive.

### A Garden Hat that You Will Like to Wear with Your Light Summer Dresses

As garden hats are all the "go" this summer, here is an excellent opportunity to put your last year's (or the year's before) big hat in use. If you do have a big hat somewhere, even if it is a year or two old, get it out and clean it. If it is straw give it a coat or two of "Colorite" or some other good hat dye. For a limited amount of money you can buy all sorts of pretty flowers and fruits of all colors and shapes. Then get two yards of ribbon about an inch wide and preferably the color of your hat; or you can use some contrasting shade, like red on a black hat, or black on a white hat and many other clever combinations. Cut your ribbon in three lengths, 24 inches each

length, and lay each over the crown of the hat, putting one in the middle and the other two at angles, thus making them meet on the top of the crown, leaving about three inches on the brim of each length of ribbon on each side of the hat. In other words, you'll have six ends of ribbon on the brim of the hat. Tack the ribbon down here and there with silk thread the color of your ribbon. Then put your flowers and fruit around the crown, spreading them out—or, if you have oodles of them make the wreath thick, and behold! you have your garden hat! For a lining get handkerchief linen, which wears very well, and baste one side along the inside of the crown, then gather the other side, make a drawstring and tie. This style is very good and most everyone can wear a big hat. Just think how well it will go with your new Swiss organdy!

### "To Bob or Not to Bob"

*A bit of feminine history, dug up from the dark ages and dedicated to the bobbed-haired damsels at Pier 22, North River, New York*

By John Newman, Terminal Timekeeper

*Did ye ever see such a crop  
Such as this—(it's like the mop  
That the ladies wear in Fiji  
And in Greenwich Village)—did ye?*

*Barber got some of their hair  
For some hairless dame to wear.  
"Tresses" lost, yet small's the pity  
For without them, too, they're pretty.*

*And observe, please, that immense  
"Dingus" swinging in suspense  
From a point where once the dears  
Used to wear their conk-pink ears.*

TO "bob" or not to "bob," that is the question (begging the pardon of the person who discovered the difference between "to be" and "not to be"). The accompanying drawing, a composite portrait of Misses Goldberg and Kirschenbaum sketched from life, answers the question with "yes," "no," or "maybe," just as you like it. However, "tresses" gone, poets will have to abandon the rhyme "caresses" and look up something to fit "nimbus" or "halo." But, you should worry about the troubles of the poets. The telegram blank says: "Be brief," meaning, "cut it short." As long as that's the style, make the most of it. It is not new anyhow; nothing that you do is new. The English Parliament in the reign of Charles II, in the year 1670 passed the following act:

"That all women, of whatever age or rank, whether virgins, maids or widows, that shall, from and after the passing of this act, impose upon and betray into matrimony any of his Majesty's male subjects, by scents, paints, cosmetics, washes, artificial teeth, false hair, Spanish wool, iron stays, hoops, high-heeled shoes or bolstered hips, shall

### Rhubarb Pie

This is the season of the year when one's palate longs and longs for something not too sweet and not too sour. In other words, you want RHUBARB PIE. Nothing can compare with that delicious, tart, flavor. And if you will make it like Mrs. A. J. Penrod, wife of signal supervisor, Wheeling Division, told me to make it, you will find you haven't made enough and will have to make some more. She told me not to wash the rhubarb but simply to clean it off with a damp cloth and then to cut it in half-inch pieces. After you have put the bottom crust in the pan, put a good handful of flour and lots of sugar in. Then fill in the rhubarb and put more sugar, lots of it, on top of the rhubarb. Then put on your top crust and bake. That's a pie that's worth while waiting for! And it's not expensive either. You can buy four bunches of rhubarb for thirty cents, and this makes two pies. Of course, it's a matter of taste as to how rich to make your crust.



COMPOSITE PICTURE of TWO "BOBS".

incur the penalty of the laws now in force against witchcraft, sorcery and such like misdemeanors, and that the marriage, upon conviction, shall stand null and void."

So there you are, Fashions, like comets, travel in eccentric orbits and come again, sooner or later. So let the fashions change, —girls will always remain fascinating, in spite of the railings of reformers with defective olfactory nerves, to whom a rose with any name would smell—punk.

### Custard Pie

Contributed by Joseph L. Press

Chef to President Willard

Whip light the yolks of three eggs with four tablespoons of sugar. Pour upon them two cups of boiling milk, stirring this in slowly. Flavor with a teaspoon of vanilla. Line a pie plate with paste, brush the inside with the white of an egg, pour in the custard, and bake for 30 minutes.

### My Trip to St. Louis

By Lillian Reay

Daughter of Harry Reay, Composer,  
Baltimore and Ohio Print Shop,  
Baltimore, Md.

LAST Summer my mother and I took a trip to St. Louis. We left Baltimore on the 3.10 p. m. train on the Baltimore and Ohio. In a few hours we were in Cumberland, Maryland. After we left Cumberland we saw many mountains, some of which were so high that we could hardly see the tops of them.

We were in Pullman No. 1, and we had the nicest old porter; why, he was just grand. On the next morning, which was Sunday, we went into the dining car and had the nicest breakfast.

When we crossed the Ohio River, the scenery was just beautiful, although all of the scenery was wonderful. We arrived in St. Louis at 6.45 in the evening. The station there is one of the largest in the world. It has 32 tracks and gates. The lady whom we were visiting met us and took us to her home. We saw many things on the way.

On the next day we went sight-seeing, taking in Shaw's Garden. Here there are many plants obtained from many different parts of the world. Among them are palms, ferns, spices, fruit trees and a rose garden. In this garden there are about 11,000 plants, of which about 5,000 are distributed in outdoor collections; the remaining plants are inside of the different houses. This garden in all consists of 125 acres.

Shaw's garden was opened to the public by Mr. Henry Shaw in 1860.

We went later to Highland's Park, where the World's Fair was held in 1904. The "Alps," or racer dip, is the only thing that is left from the Fair.

We stayed for a few more days in St. Louis. On our way home we stopped over in Cincinnati.

The Baltimore and Ohio surely does give good service.

### Springtime Cheer

By A. B. McCoy, Operator,  
Taggarts Junction, W. Va.

SPRING comes with all its loveliness and the renewal of life is shown by the wonderful growth of every living creature. The grass springs up, the flowers bud and bloom and the trees in the forests put on their shady green coats of leaves; everywhere we look Spring is leaping forth, arrayed like a king in his majesty.

The honeysuckle puts out its petals to make merry the woodland paths, and intoxicates with its perfume. Could we live with Nature during the months of Springtime what vigor would be ours from the sweetness of flowers, trees and sunshine!

Were it possible, no doubt we would always want Spring, and when we think of the One Who is above all, and Who makes it possible for us to enjoy Spring, it is then we say, as did the apostle, "He doeth all things well."



## Of Indescribable Loveliness Are These Frocks

By Maude Hall

THE glory of the incoming season's cottons is their variety and novelty pattern. Women who do their own sewing are eagerly making selections from the designs so richly displayed upon the counters of smart shops, where many of the inexpensive voiles and other summery materials are to be found.

Beauty of color and grace of line are featured in silk mixture and tissue voiles which sell around fifty cents a yard. At this figure also it is possible to obtain imported English prints. Organdies of good quality begin at about seventy-five cents a yard, then go up, and up and up—the hand-embroidered effects costing as much as many of the loveliest silks. Dotted swiss, another material to be given great prominence during the summer is similarly priced as organdy.

Decidedly French, which means decidedly pleasing, is a frock of lemon color voile figured in Blue Boy blue. Combined with the voile is dainty blue organdy, which forms the underblouse. At the sides of the dress there are shirrings which extend only across the hips. There are also deep V-shaped neck and very large armholes. The sleeves of the blouse are open down the center almost from shoulder to wrist. They are also flowing and are trimmed with crochet buttons in the same shade as the organdy.

Some of the smartest of the new frocks are in combination of several fabrics. There is a one-piece model in periwinkle blue indestructible voile, satin and lace. The lace, mounted upon the satin, forms panels at the sides of the skirt and on the collar. Skirt and blouse are of the very fine voile, and there is a girdle of satin ribbon fastening at the front under a mosaic formed of hundreds of little buttons. A gilet of self-material fills in the front, cut in V-shape and rolled back to form revers.

Gingham is found in frocks with hip-length blouses to which are attached skirts of gingham and organdy, or gingham and

chambray. The jointure is so cleverly effected, though, that there is never other than the appearance of a one-piece dress.

A dainty little dimity in rather deep lavender tone is figure 1 with oblong designs outlined with hemstitching. The upper part of the skirt, corresponding with the underblouse, is of lavender mull, while the bodice casts its fortunes with the skirt proper. Muslin is used for the neck band and cuffs, but the girdle turns to faille silk and subtle expression and ends its career in bows at either side of the waist.

The knit silks and knit crepes respond to their popularity in a variety of soft color tones, and one-piece sports frocks of quiet tone are frequently brightened with the gayest of wool scarfs.

### Senior and Junior Smartness

Milady wears a charming frock of dark blue krep-knit stitched with bands of tan silk braid. It features the large armholes, long, flowing sleeves and lengthened waistline, not to mention the uneven hem. This soft, picturesque model lends itself to development in all of the smart fabrics of the season, 5 yards 36 inches wide being required. Her youthful companion disports a figured pongee frock, brown and green figures being scattered over a tan surface. The neck and neck band are of green gros-grain ribbon. Medium size requires 2 $\frac{3}{4}$  yards 36-inch material.

First Model: Pictorial Review DRESS No. 9927. Sizes, 34 to 44 inches bust. Price, 35 cents.

Second Model: DRESS No. 9819. Sizes, 6 to 14 years. Price, 35 cents.



### Picturesquely Draped

The season offers so many lovely braids and ribbons for trimming the fashionable fabrics that one must employ them where they will show to the best advantage. In combining plain crepe with satin figure 1 foulard, as in this model, a blue and gold braid asserts the place of prominence on foundation skirt and flowing sleeves, while the foulard contents itself with picturesque drapery. Medium size requires 2 $\frac{3}{4}$  yards of each material, 40 inches wide.

Pictorial Review DRESS No. 9927. Sizes, 34 to 44 inches bust. Price, 35 cents.

### The Incomparable Tailleur

This tailleur of daring simplicity comes forth to greet the new season in midnight blue kasha cloth. For the trimming, very narrow gilt braid is selected, but there is no other contrasting note, the buttons even being of dark blue braid. A very narrow belt defines the waist-line and there are box plaits at the side seams, which give a wider effect to the skirt. Distinctive are the large armholes and wide sleeves. Medium size requires 3 $\frac{1}{2}$  yards 54-inch material.

Pictorial Review DRESS No. 9955. Sizes, 34 to 44 inches bust. Price, 35 cents.

### For Sports Wear

This design serves the double purpose of a morning frock and a sports costume. It consists of a two-piece jumper skirt of check tweed and a simple blouse of knit silk. If preferred, the sleeves of the blouse may be worn short, with a slight flare below the elbows. Medium size requires 3 yards 48-inch material for the jumper skirt and 2 $\frac{1}{4}$  yards 36-inch silk for the blouse.

Pictorial Review BLOUSE No. 9646. Sizes, 34 to 50 inches bust. Price 30 cents.

JUMPER SKIRT No. 9763. Sizes, 24 to 36 inches bust. Price, 35 cents.



## Lesson in Home Dressmaking

One Piece, Slip-On Dress with Open Neck and Large Armholes, for Day-time or General Wear



JUMPER SKIRT NO. 9763. Sizes, 24 to 36 inches bust. Price, 35 cents.

### A Fellow's Mother

"A fellow's mother," said Fred the wise,  
 With his rosy cheeks and merry blue eyes,  
 "Knows what to do if a fellow gets hurt  
 By a thump or bruise, or a fall in the dirt.  
 A fellow's mother has bags and strings,  
 Rags and buttons and lots of things;  
 No matter how busy she is, she'll stop  
 To see how well you can spin your top.  
 She does not care—not much, I mean,  
 If a fellow's face is not quite clean;  
 And if your trousers are torn at the knee  
 She can put in a patch you'd never see!  
 A fellow's mother is never mad,  
 And only sorry, if you are bad;  
 And I'll tell you this, if you are only true,  
 She'll always forgive you, whatever you do.  
 A fellow's mean who would never try  
 To keep the tear from her loving eye,  
 And the fellow's worse who sees is not  
 That his mother's the truest friend he's got."

—Margaret E. Sangsler,  
 from "Glorious Mother."

**I**F PREFERRED, two different materials may be used to fashion this one-piece slip-on dress. The long-waisted blouse with oval-shaped neck is slashed and closed at the center-front. The one-piece sleeves are gathered into narrow bands of self-material. Elastic is inserted through a casing which is adjusted underneath the lower edge of the blouse and it holds the blouse and dress in closely to the figure. If made of contrasting materials, the dress requires 1 3/4 yard 40 inches wide, and the dress, 3 1/8 yards 30 inches wide.

The fabric for both the dress and blouse must be folded exactly in half, as shown in the cutting guide. Along the lengthwise fold of the dress material, place sections "G" and "F" of the tissue, so that the front and back will have no seams. Along the lengthwise fold of the blouse materials, place the front and back, then lay the sleeve sections with large "O" perforations along a lengthwise thread. Indicate all notches and perforations to save trouble in making.

Then, take the blouse and slash through the fold at center-front of front section, from upper edges as far down as the small "o" perforation. Bind the slashed edges and finish for closing. Close underarm and shoulder seam as notched. Close seam sleeve as notched, leaving edges free below the large "O" perforation and finish for closing. Gather sleeve at lower edge and sew to sleeveband as notched. Lap to small "o" perforations and finish for closing. Sew in armhole of blouse as notched, with small "o" perforations at shoulder seam, bringing seam of sleeve to underarm seam. Ease in any fullness between the notches. Hold the sleeve toward you when basting it in the armhole.

Take the dress next, and close underarm and shoulder seams as notched. For

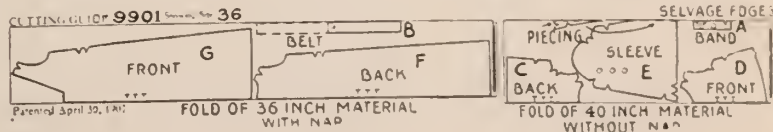
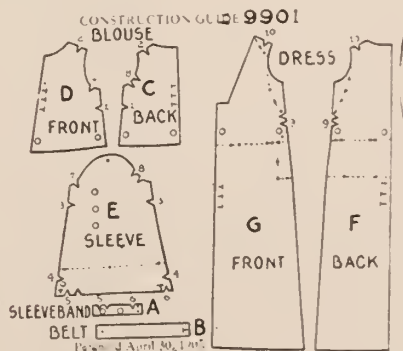


9901

### New Version of Jumper Dress

trimming use bands of material, braid or ribbon one inch wide. Trim neck edges with the bands, extending the back band along the line of three small "o" perforations in front section at shoulder. Stitch bands to position around armhole and bring back edge of band, which is stitched to the back of the dress, along the lines of single small "o" perforations in front and back sections. Mitre the band at the corners and ease in any fullness. Slip the band around the armhole underneath the neck band. A band also may be added to the lower edge of the skirt, if desired. Arrange dress on blouse with corresponding seams and neck edges at back even. Bring cross-line of double small "oo" perforations (below the waist-line) to lower edge of blouse. Stitch along line of perforations. Arrange on an inch-wide casing on the inside of garment, stitching upper edge of casing along lower edge of blouse and stitch lower edge to the dress. Insert elastic through the casing to regulate the fullness. The belt may be arranged in any way desired or a novelty girdle may be used.

Pictorial Review DRESS NO. 9901. Sizes, 16 to 20 years and 34 to 44 inches bust. Price, 35 cents.



### WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md."

Try our pattern service—five days from day you mail order to day you get pattern.

Name .....

Street .....

City..... State.....

Size.....

Send pattern number.....





## As Staunch As the Hills and As True As Steel are the People of Pittsburgh

By Helen May Leslie, 11 year old daughter of fireman, Pittsburgh, Pa.

Second Prize, Class A

**P**ITTSBURGH has long been world famous, and has been justly denominated, "Pittsburgh, the Powerful."

In the latest census of Pittsburgh, a population of 584,605 is given, ranking Pittsburgh as eighth in population and fifth in commercial and industrial importance among the cities of the United States. According to estimates, Pittsburgh is gaining on Baltimore.

The government of Pittsburgh is operated by a charter, granted by the Commonwealth of Pennsylvania. This charter defines the power of a city and its officials. The mayor is the chief executive, and a salaried council of nine members. The mayor now is William Magee. Mr. Magee served once before, beginning the year of 1914.

Pittsburgh is a historic city and had much to do with the wars of the French and Indians, and the Revolutionary, and the War of 1812. The fame of Pittsburgh is due to manufactures, it is well remembered in the history of the United States.

Traders in Indian goods came into the region of the Monongahela and Allegheny Rivers—later known as the "Forks of the Ohio," as early as 1730, and in a few years the headquarters of the Ohio became the center of trading operations. The Indians thought that the Ohio and the Allegheny were the same stream, and called it Oyo. France and England often at war, claimed the region west of the Allegheny Mountains. On the side of the English, both Pennsylvania and Virginia claimed legal power. When the French surrendered Canada to the British in 1763, they received their right against that of the Iroquois to the Ohio country.

By virtue of the discovery of La Salle and the French resorting to it when no other Indians occupied it but the French Allies (the Shawnees) with whom the Iroquois were at war, but the Iroquois were finally victorious. The Iroquois claimed dominion by reason of this conquest, and the English claimed the country as having been ceded to them by the Iroquois at the treaty of Lancaster, Pa., in 1744. It is to be noted that the French never made any attempt at settlement on the Ohio as they did further West.

Pittsburgh consists of four parts—the Old City (which includes the East End District and comprises all of the territory between the Monongahela and Allegheny Rivers), a triangle section, beginning at the confluence of the two rivers where they form the Ohio, gradually widening. This is usually known as the "Point." The North Side, the former city of Allegheny, annexed to Pittsburgh in 1907, includes the territory between the Ohio and Allegheny Rivers. South Side—includes all of the territory south of the Monongahela and Ohio Rivers. That part below the point bridge is generally referred to as West End. The Old City Section—Peninsular Pittsburgh, as some call it—contains the main business district, except a street or two on the north Side.

The principal railroad stations are downtown and are almost in a line. The most prominent of these are: Baltimore and Ohio, Pennsylvania, and Pittsburgh and Lake Erie Railroads. There are also others of less importance. The Baltimore and Ohio Station is at Smithfield and Water Streets, which are two of the most prominent streets in Pittsburgh. The station stands by the Monongahela River at the end of Smithfield St. Bridge, and is a very artistic station. It is one of the most beautiful in Pittsburgh. The Pennsylvania has also a fine station.

There are many places of amusement in Pittsburgh. Some of these are: Forbes Fields, Ball Ground, Schenley Park, Carnegie Library and Museum, and Schenley Oval and Race Track. The amusement places are near Schenley Hotel. Other places of interest are: Memorial Halls, University of Pittsburgh, Masonic Temple, Syria Mosque, Nobles of the Mystic Shrine, Pittsburgh Athletic Club.

There are many large and magnificent hotels in Pittsburgh. Some of these are: William Penn Hotel—having 1000 rooms, each with bath—Fort Pitt, with 700 rooms; Hotel Schenley, Henry Hotel, Duquesne Hotel, Lincoln Hotel, Anderson Hotel, Colonial Hotel, and Seventh Avenue Hotel. There are also many smaller ones.

There are many beautiful buildings in Pittsburgh: The City-County Building, on

Grant Street; The Allegheny County Courthouse; Memorial Hall is another beautiful building. The Federal Building, or Post Office, lies on Smithfield Street. The most beautiful building is Carnegie Library and Museum. This is the most magnificent building in Pittsburgh.

Pittsburgh is noted for its universities and schools of technology, theological seminaries, and public schools. The University of Pittsburgh is a very fine University, and is one of the best in all of the states. Tech is also a very large school. There are also many smaller schools in our town.

There are many parks in Pittsburgh, such as Kennywood Park, West View Park, Schenley Park, Hiland Park, Allegheny Park, and Riverside Park.

Trinity Protestant Church lies in the business section of downtown. It is a very large and wealthy church. There are also other fine churches throughout the city of Pittsburgh. Trinity is often called a Gem inset in the heart of Pittsburgh.

Our town has many large stores, such as Joseph Horne Company, Boggs & Buhl, Kaufmann, Kaufmann and Baers; Rosenbaums, Cambells, McCreery's, and Frank and Sedar.

Pittsburgh is also well supplied with hospitals. Some of the best known are: Homeopathic, Mercy, West Penn, Allegheny General, and the Elizabeth Steel Magee Hospital.

Pittsburgh's axiom is "Her Rocks and Rills and Templed Hills." Her mighty people are staunch like the hills and true like steel.

WHAT CAN LITTLE GIRLS  
AND BOYS DO TO KEEP  
FROM GETTING HURT?

WRITE TO AUNT MARY AND  
TELL HER WHAT YOU CAN DO.



Robert L. Hause, Jr., whose daddy is file clerk, Vice-President Galloway's Office, Baltimore, Md. "Bob" is looking for the little birdie



COLUMBUS' FLAGSHIP  
 Drawn by Harley H. Kight, Jr., Keyser, W. Va.

### The Sailor

By Freda Brown Michaels, Somerset, Pa.

A sailor's life is the best for me,  
 A sailor on the deep, blue sea,  
 Living on the boundless deep,  
 Keeping watch while others sleep.  
 One vast plain of white-capped blue  
 On which there rides a sailor true,  
 Seeing strange sights in fairer lands,  
 Lightly touching the foreign strands.  
 Oh, we're sailing many a weary mile,  
 But we face our lot with a jolly smile,  
 We laugh at the haughty storms we meet,  
 For King Sun still sits in his lofty seat.  
 Sometimes there spirit forms are seen,  
 Seeking jewels for the pirates' queen.  
 Oh, I'm always glad to reach the shore,  
 But I wish to travel all the more.

### Dear Girls and Boys:

One morning in winter when I was a little girl, I walked past the blacksmith shop on my way to school. The snow lay several inches deep on the ground, and a hard crust had formed on top. Just as I stepped over in the path to let a sleigh go by, my shoestring came untied. I took off my woolen gloves, laid down my books, and started to tie my shoe, when sticking right out of the snow was something black. I kicked it out. What do you suppose it was? A real pocketbook. I opened it quickly. There lay two two-dollar bills and one one-dollar bill—five dollars in all.

I held the money and the pocketbook tightly in my hand and ran all the way to school with it. There I told my teacher. She advised me to keep it until I heard who had lost it. She asked all of the girls and boys, but none of them knew of anybody who had lost a purse. Miss Maude, my teacher, kept it until the end of the week. Then she told me that the money was all mine.

Joyfully I ran home with my treasure, thinking of all the things that the money would buy. Just think, it would buy five hundred sticks of the red and white peppermint candy—my favorite kind—and I would have enough to last for a year if I ate a little more than one stick each day! I didn't think of how a peppermint diet might affect my tummy.

On reaching home, however, my mother talked to me so that I changed my mind. "You always have candy when you need it," she said. "Let me tell you of something much nicer. You shall go to town with me on Saturday and talk to the man at the bank. He will tell you how money grows if you leave it with him. You may then put your money into the bank and watch it grow and grow, and if you will save up all of your pennies and nickels and dimes, it will grow all the faster."

I had never heard about that, but on Saturday when we went to the Farmer's National, the big man at the window that says "RECEIVING TELLER" told me all about it. He said that in another year my five dollars would grow to five dollars and twenty-five cents, and that if I added more money to it during the year, that would grow, too. Then he opened up for me what he called a *bank account*. When I left my money with him he called that a *deposit* of five dollars. That was the first money



Drawn by Elsie Elizabeth Glanzer, Jessup, Md.

that I ever saved. My, but I was proud of it!

Mother bought me a little bank in which to save the small coins, and whenever it became full, I deposited them.

Years afterward, when I wanted to go away to school, that first five dollars, together with the money that I had deposited afterward, had grown so large that it helped me wonderfully in getting the thing that I wished for most in all the world—an education.

You, too, can have a bank account, if you haven't one already. If you have, I would like so much for you to tell me about it. If I can tell you anything about saving your pennies that will help you, just write to me and I'll be glad to answer. All "bank letters" will be published on our Children's Page.

Yours lovingly,

Address:

*Aunt Mary*

Baltimore and Ohio Magazine,  
 Mt. Royal Station, Baltimore, Maryland.

### You'd Better Mind Your Mother

By Lucille Lavigne  
 McMechen, W. Va.

THIS is a fairy tale. Once upon a time there was a little girl who wouldn't mind her mother. Her mother was very poor and grew poorer every day, and the little girl would do nothing to help her. At last the mother had nothing at all to eat. So she told the girl that she must either kill her or sell her before she died of starvation.

The little girl cried very hard. When the mother heard her crying she put the little girl to bed. Then the mother went into the forest in search of food and never came back.

When the little girl awoke, she thought of how naughty she had been. So she went to work and swept the floor and cleaned the whole house.

That evening an old man came to the door and asked for food. She asked him to come in. She gave him his supper, then sat down and told the old man the story of her life. He told her that he remembered her father and mother and that her mother was at his own home. Then he gave the little girl some money and took her home with him. They lived happily ever after.

### Emma's Little Chickens

By Elsie Elizabeth Glanzer  
 Jessup, Md.

LITTLE Emma lived 'way out in the country. She lived on a large farm with her parents. Her father raised chickens.

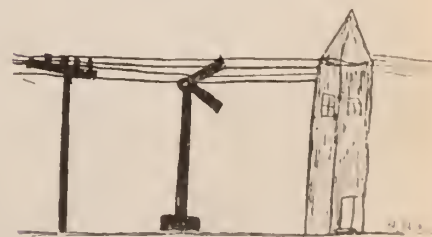
One day her father showed her an old cluck with little peeps. Emma said, "Father, may I tend to these peeps? Please, Father, dear."

"Yes, my daughter," replied her father, "you may, if you can."

Emma was so pleased that she ran and told her mother. "I shall water them and feed them and close them up in their coop at night," she said, "and in the morning I shall give them clear water and see that the rats do not get them."

So she tended her chickens until they grew to be hens. When the hens began to lay, her father gave her six of them for looking after them so nicely. These six

(Continued on page 64)



"Z" TOWER, KEYSER, W. VA.  
 Drawn by Harley H. Kight, Jr., Keyser, W. Va.



# Employees Who Are Taking the "Curt" out

## Stewards Warde and Cook

*Service Superior to Any Other*  
BALTIMORE AND OHIO RAILROAD CHICAGO-  
WASHINGTON SERVICE

October 19, 1921

E. V. BAUGH  
Superintendent Dining Car Department  
Baltimore and Ohio Railroad  
Baltimore, Md.

Sir—I desire to compliment you and your Road on your general service. More especially I wish to express my thanks for the many courtesies extended me by your stewards, Mr. J. S. Warde and Mr. John Cook. I traveled over 60,000 miles last year and over nearly all U. S. railroads, but the service shown me and my clients on the Baltimore and Ohio is superior to any other.

Mr. Warde is an exceptional steward—his meals are splendid and his personal interest a source of delight.

Mr. Cook is ever ready to accommodate your travelers. May these men continue with you to enhance your growing reputation.

Sincerely yours,

(Signed) H. ARCHIBALD HARRIS,  
Care of Archibald Harris and Co., Certified  
Public Accountants, Chicago.

## Yard Clerk L. W. Dwyer, South Chicago, a Minute Man

THE following letter, written by Stuart A. Allen, freight traffic manager at Chicago, with copies to four of the officers of the Traffic Department, is self explanatory:

Chicago, Ill.

December 14, 1921

Mr. R. R. Huggins (So. Chicago)  
Mr. Maurice Altherr (So. Chicago)

I am sure you will be very much gratified to note the following from G. T. M. Blair,

of Wilson & Co., packers, just received:

"I want to confirm what I stated to you regarding the courtesy and intelligent attention given me by Mr. L. W. Dwyer, one of your yard clerks. I called up your office at South Chicago about 2.30 this morning, and the telephone was answered by Mr. Dwyer, who said he was the yard clerk. I told him I was trying to get in touch with your Trainmaster's Office, as we desired to have all of our New York livestock shipments held at Baltimore or Philadelphia; the former, if possible.

"Mr. Dwyer informed me he would take the matter up with your operator at Wolf Lake, and in about one-half hour telephoned back that the operator had reached their Train Dispatcher's Office at Garrett, Ind., who in turn had wired our request to Baltimore. I was informed about 5.30 by one of Mr. Huggins' assistants that two of the trains had departed from Philadelphia prior to advice, but this was no fault of your company, as very prompt action was taken through the activity of Mr. Dwyer and others, which I assure you was more than appreciated. It occurred to me your people would be interested in knowing that their employes were so anxious to give service in an emergency of this kind, and as stated to you, I would like to know more about Mr. Dwyer."

Mr. Blair called me up yesterday to express personally his thanks and appreciation of the courtesy, quick and intelligent action taken by Mr. Dwyer in response to his telephone call 2.30 Monday morning, urging him to assist him in getting through the wire in question.

I also want to add my own thanks and appreciation of Mr. Dwyer's action. It's such courtesy and attention as this on the part of our employes that's giving the Baltimore and Ohio the reputation as being the "Road of Courtesy" and the "Road of

Service." In this connection, I might also add that we are receiving from all of our Operating associates in the Chicago District, both on the Baltimore and Ohio and Baltimore and Ohio C. T., the closest and kindest co-operation, and we have them to thank for many cars of eastbound freight which might be lost to us except for their watchfulness and kindly spirit of co-operation and desire to help the Company.

(Signed) STUART A. ALLEN

## Steward Payne is a Credit to the Railroad

LAW OFFICES  
BAKER, HOLDER & SCHMIDT  
CHICAGO

March 14, 1921

MR. E. V. BAUGH,  
Superintendent Dining Car Service,  
Baltimore and Ohio Railroad,  
Baltimore, Maryland.

Dear Sir—Recently while enroute from Chicago to Washington I carelessly left my pocket book in the diner. It was found and returned to me by Mr. Payne, in charge of the car, after considerable trouble on his part.

Mr. Payne refused to accept any reward for the return of the purse, so I asked for your name and address, in order that I might express to you my appreciation of the courtesy extended to me by the Baltimore and Ohio through its employe, Mr. Payne.

Yours very truly,

L. W. HOLDER

## Nothing Too Good for the Baltimore and Ohio

By J. W. MALONE  
Supervisor, Baltimore Division

WHILE at Aberdeen recently I overheard a conversation between the agent, N. Correll, and a Mr. Arthur Triquet, a passenger who had just arrived



Girl Scout Troops from the Oranges and vicinity, in New Jersey, on their tour, New York to Washington,



# of "Courtesy" on the Baltimore and Ohio

from Monroe, Michigan, and it seemed to me to be so worth while that I want to pass it on to the readers of the MAGAZINE.

Mr. Triquet came to the agent to get him to arrange for his tickets back to Monroe, for he said that he had received such kind treatment and such good service on the Baltimore and Ohio that he would not think of going back any other way.

Thereupon I asked Mr. Triquet if he would object to my reporting his pleasant experience to our Magazine and he replied that he would be glad to have me do so if it would help other people to an appreciation of the kind of service that is given patrons of our road. He also said that he was in a business which called for the shipment of some freight and that he was going to see if he could not arrange to have a part of it, at least, routed over the Baltimore and Ohio.

## J. J. Bayer

### His Service Brought New Business

W. R. OLIVER, 136 Front Street  
NEW YORK, October 28, 1921  
Baltimore and Ohio Railroad  
295 Broadway, New York

ATTENTION MR. RICHARDSON  
Gentlemen:

I have been shipping a good many mixed cars from Pier 22 of your line, the last year; and I take this opportunity to compliment you on the men you have in charge of that pier. They have all made it very pleasant for me to do business with you, and I have bothered and worried your Mr. J. J. Bayer at that pier a great deal. He has done everything I have asked him very cheerfully, in fact, I think some times more than he is required to do. And to show my appreciation of his services, I am going to route in future, sugars via your line to Charleston.

I would be glad if you would let some of the head officials of your company see this letter, as Mr. Bayer deserves the little praise I am giving him, as do the rest of your force at that pier. I must not forget your foreman in this letter, who is also very clever to me at all times.

Yours very truly,  
(Signed) W. R. OLIVER,  
For Lewis Hubbard & Co., of Charleston,  
W. Va.

## Train Porter Chase

GRAFTON, W. VA., Nov. 10, 1921  
Editor, Baltimore and Ohio Magazine  
Baltimore, Md.

Dear Sir—On October 31, while riding on train No. 4 between Parkersburg and Clarksburg, W. Va., I noticed an example of the courtesy and consideration of employes of the Baltimore and Ohio in train service, and I bring the matter to your attention for favorable mention in the MAGAZINE:

A poorly dressed and crippled mother with four small, crying children, one a baby in arms, was leaving train at Clarksburg, and upon arrival at that station, Train Porter R. A. Chase went to this woman, picked up her two bulging suit cases and carried them from train. He then lifted the three children from steps to platform, and when the almost helpless mother started to alight, took the baby from her arms and gently assisted her to platform. After the other passengers were aided in leaving and entering train he carried the suit cases to station where the woman and her quartette of little ones were waiting.

This act of kindness impressed me very much and I feel that it should not go unnoted.

Yours very truly,  
(Signed) Miss \_\_\_\_\_  
Accounting Department Employee.

## "The Best Dinner"

STEWARD D. F. MORRIS was in charge of the car mentioned in the following letter—and let nobody think that the steward, his welcoming smile, attention to details and cleanliness, supervision of crew and diplomacy, is an inconsiderable item in a good meal:

TRAIN 9, BALTIMORE & OHIO  
October 4, 1921

Dear Mr. Baugh—I have just partaken of the best dinner I have ever eaten on any railroad in this country; and I have eaten on nearly every one of their dining cars. I don't know how you serve such a splendid meal for \$1.25, but it is a credit to you and your Road. The service is fine and your steward is courtesy itself. I write this without any solicitation, and simply because I feel you are to be congratulated upon having the best I have yet found in dining car service.

I shall use the Baltimore and Ohio as often as I can,

Yours,  
(Signed) J. M. SOMERNEIKE  
Superintendent of Missions,  
Presbyterian Board of Publication,  
Philadelphia, Pa.

## Rothschild's Golden Rules

The following maxims were found in the desk of Baron Rothschild, the banker, shortly after his death, in 1836, says London *Tit-Bits*:

- Carefully examine every detail of your business.
- Be prompt in everything.
- Take time to consider but decide promptly.
- Dare to go forward.
- Bear trouble patiently.
- Be brave in the struggle of life.
- Never tell business lies.
- Make no useless acquaintance.
- Never appear something more than you are.
- Pay your debt promptly.
- Shun strong liquor.
- Employ your time well.
- Do not reckon upon chance.
- Never be discouraged.
- Be polite to everybody.



April 20, 1922. The picture was taken at Mt. Vernon, the home of General Washington



## The Death of Charles Rollin Emery

**C**HARLES ROLLIN EMERY, second son of the late Dr. Andrew Barton and Julia Ann Weller Emery, was born on April 17, 1850, at Knightstown, Henry County, Indiana. He departed this life on April 23, after an illness of two weeks.

At an early age he removed with his parents to their former home at Loveland, Ohio, where he spent his early childhood and grew to manhood.

His first railroad experience was as a newsboy on the Marietta Railroad between Parkersburg, West Virginia and Cincinnati, Ohio. Later he served as a brakeman on the same road for several years. He then went to Illinois where he remained for about a year.

On December 24, 1872 he came to Seymour, Indiana, to visit with friends. On the following day he began work as a fireman on the Ohio and Mississippi Railroad, now a part of the Baltimore and Ohio. On November 22, 1878 he was promoted to the position of engineer and held this position continuously until his retirement from active service in July, 1914.

On June 20, 1880, he was united in marriage to Cornelia E. Walker, formerly of Hampton, Tennessee. They immediately came to their newly furnished home on West Tipton St., Seymour, where they spent their entire wedded life.

During the fifty years of his residence in this city he made many acquaintances and many friends and saw many changes in the railroad and business life of the community.

He was affiliated with Jackson Lodge No. 146 F. A. M. and the Brotherhood of Locomotive Engineers, in which organization he served as chief engineer for a period of more than thirteen years. With his retirement from active service he became a charter member of the Veterans' Association of the Baltimore and Ohio Railroad and served as a delegate to the First Convention of the Grand Lodge held at Baltimore, Md. in November, 1920.

He always took a keen interest in the welfare of the city and in the political issues of the day and served a term of four years as a councilman at large during the past administration.

He is survived by his widow, Mrs. C. R. Emery; two daughters, Ora Mae Emery, at home, and Mrs. Hattie A. Finke, and one

granddaughter, Dorothy Jean Finke. All are of Seymour, Indiana. These together with a host of friends, mourn his death.

Funeral services, held on April 27 at 2.30 p.m., from First Baptist Church, were conducted by the Rev. M. L. Banister, and were in charge of the local Masonic order. Interment took place in Riverview Cemetery.

Mr. Emery was always a kind, loving and devoted husband, and an indulgent father. In tribute to his dear memory we say, "Not our will but Thine be done."

## The Death of John C. Tudor

**J**OHAN C. TUDOR, a pensioner of the Company, well known through his connection with the Veterans' Association, died on March 29 of nephritis.

At the time of his death (and for some months previous) he had been handling the newspaper service in the corridors of the Baltimore and Ohio Building.



The late John C. Tudor

Mr. Tudor was born on August 23, 1848. He served the Baltimore and Ohio for 44 years, mostly as machinist, until he was retired on May 21, 1915.

During the World War he offered his services to the United States Government and was engaged in essential government work at Camp Holabird and at Aberdeen.

## Practical Welfare Work at Newark, Ohio

By B. A. Oatman

Newark Division Correspondent

**I**N LINE with the welfare work which is gaining headway all along the Baltimore and Ohio, the employes of the Company at Newark, Ohio, now receive assistance

from each other when away from home in their autos and find themselves in need of help. The plan as it now works is as follows:

Employes who are owners of automobiles are divided into groups of 15. Each member of the different groups is provided with a little book containing the name, address and 'phone number of each member of his group and the name of the owner's machine. When a member is out in the country and finds that he is out of gas, or has trouble of any kind and needs help, he opens his little book and telephones any member of his group. The member called is expected to start immediately with the assistance needed. In case the person called cannot go to his assistance, it is his duty to secure another member of the group and send him with aid. To join any of the groups it is only necessary to buy a tow line, which costs from \$1.50 to \$3.00.

This seems to be a good move toward genuine welfare work and we are placing this article in the MAGAZINE, thinking that it might be of use to the employes at other stations and on other divisions of the System.

## Paymaster Trounces Treasurer—at Baseball

The annual game of baseball between the forces of the Treasurer's and Pay Master's Offices, was played at Baltimore and Ohio oval on May 16. While only five innings were played, there were many good points to the game. The pitching of Miller batting of Carter, Henry, Wills, Haeffner, Hutchinson and Clark, and the catching of Gallagher and Hutchinson, all stood out. The score:

### Paymaster's Office

	AB	R	H	O	A	E
Fritzges, ss.....	2	1	0	0	1	0
Carter, 3b.....	2	2	2	2	0	0
Henry, 1b.....	1	0	1	1	0	1
Gallagher, c.....	2	1	1	1	1	2
Wills, 2b.....	3	0	2	1	0	1
Gildea, cf.....	3	1	1	0	0	0
Swein, lf.....	1	1	0	0	0	0
Schissler, lf.....	1	0	0	0	0	0
Haeffner, rf.....	3	2	2	0	0	0
Miller, p.....	2	1	1	0	0	0
	20	9	10	15	3	2

### Treasurer's Office

	AB	R	H	O	A	E
Stansbury, 3b.....	1	0	0	1	0	0
Hutchinson, c.....	3	2	5	1	0	0
Phipps, 2b.....	3	1	1	2	2	0
Clark, ss.....	3	2	3	1	3	0
Brandenburg, cf.....	3	0	1	0	0	0
Bull, 1b.....	3	0	0	6	0	0
Carpenter, rf.....	2	0	0	0	0	0
Finkelhouser, rf.....	1	0	0	0	0	0
McCahn, lf.....	2	0	0	0	0	0
McComas, p.....	1	0	0	0	2	0
	22	5	7	15	8	0

2 Base Hits: Haeffner 2, Phipps 1, Clark 2. 3 Base Hits: Wills. Sacrifices: Carter 1, Henry 2. Double Play: Clark to Phipps. Hit by Pitcher: Fritzges, Miller. Base on Balls: By McComas 2, By Miller 3. Struck out by McComas 4, By Miller 11. Left on Bases: Treasurer 5, Paymaster 4. Umpires, J. F. Donovan and E. Frank Thomas. Scorekeeper, C. R. Lee Scott.

## Pass It Along to the Passenger Department

If any of your friends or acquaintances are contemplating or planning a trip abroad, let the Passenger Department have the benefit of this information. They can use it to good advantage in encouraging exchange of business with various travel bureaus and agents of foreign steamship lines.

There is no easier medium of access for the passenger solicitor to an reciprocity. It affords him an entre to a field which might otherwise be difficult to approach.





# Safety Roll of Honor

## Staten Island

On the afternoon of April 27, H. C. Barry and Henry J. Goolie, while at Track Supervisor's Office, noticed flame coming out of Hose Cart House No. 2. They extinguished the fire before any great damage occurred. They are hereby thanked for their interest displayed in protecting Company's property.

## Baltimore Division

On April 2, Engine 1434, in hauling No. 68, broke the right main rod at Chester, Pa. Machinist J. L. Sentman and Clerk B. Goebner, Wilsmere, were riding this train. Mr. Sentman, with the assistance of Mr. Goebner disconnected the engine on the disabled side in about twenty minutes, so that the engine could bring the train to its destination. Messrs. Sentman and Goebner have been commended for their interest displayed in the movement of trains.

About 7.05 p. m., on April 8, Conductor W. E. Clarke, in charge of extra east engine 4449, while watching the running of train as it rounded curve east of Leslie, noticed fire flying near head end. He stopped the train by applying air on the eaboose. Examination developed cause of fire flying was due to a broken journal box on rear truck of Baltimore and Ohio 224266, 13th car in train. Car was then handled carefully and placed on siding without trailing.

On the morning of April 17, No. 94 (New York) was stopped on the Schuylkill River drawbridge to allow Third 98, which was ahead, to back into East Side Yard. Conductor Albert, who was on his way to work, discovered a bolt from a brake rigging wedged in a frog at Eastwick over which car in train was standing. He parted the air hose on the train, drawing the engineer's attention. The car was then backed off the frog and the bolt removed. The alertness

on the part of Conductor Hatfield averted a derailment of this train or some other train that would have passed over this frog.

When Operator C. E. Orndorff, "RG" Tower, Philadelphia, was going to work on April 21, he noticed considerable dry grass and paper scattered on the right-hand side of Bartram Park Bridge, West Philadelphia, on fire. Operator Orndorff put the fire out and removed the possibility of the bridge, which is of wood, catching fire.

On the morning of April 17, at East Side, Philadelphia, at 7.30 a. m., when No. 94 was standing on the draw bridge, Yard Conductor A. Hatfield and Engineer J. A. Staples, who were passing by on their way to work, discovered a bolt which had fallen from the brake rigging of one of the ears, and which was wedged fast in a frog just in front of the wheels of car C. & O. 9213.

Conductor Hatfield put the air on the train, then had the P. & R. engineer back up the train far enough to remove the bolt.

## Cumberland Division

About 8.35 p. m. on March 17, Mrs. Helen V. Cosner, wife of Trackman Randolph Cosner, living near Twenty-First Cut, a short distance East of Keyser, heard a noise which resembled rock falling. She awakened her husband, who had retired. He quickly dressed and hurried through the cut where he found a land slide blocking both main tracks. He quickly called Foreman David Clark and Trackman A. J. Lancaster. Mr. Clark sent Mr. Cosner west and Mr. Lancaster east to flag the approaching trains.

Mrs. Cosner's prompt action in calling her husband to investigate the noise she had heard, is highly commendable and fortunate, as train No. 1 was about due and her promptness in handling the situation enabled the train to be stopped before reaching the slide.

On April 14, as steel special Engine 4427 passed West Cumbo, Yard Brakeman J. L. Fultz noted broken tie bar on Baltimore and Ohio 228750. He informed operator at Cumbo and train was stopped at Martinsburg where car was set off for repairs.

While extra 7207 west was passing Newburg on April 19, Crew Dispatcher C. E. Childerson noted wheels sliding under fifth car from engine. He communicated with operator at Hardman, who informed the crew and had trouble corrected.

## Charleston Division

Conductor P. J. Condry has been commended for close inspection of his train. SAFETY FIRST!

The other day a ten year old boy came in and told the chief dispatcher that there was a slide blocking the track near Deanville, a mile or so away. His name was Bert Ferris, and the superintendent sent him a personal letter of thanks.

Relief Agent Davis has been commended for his activity in soliciting new business from friends and acquaintances.

Machinist C. D. Caruthers of Gassaway has been commended for close inspection of engines.

Mr. D. H. Cutright, Buekhannon, found a broken rail near Sago, and reported to the dispatcher by telephone. He has been thanked by the Superintendent.

Engineer J. C. Dougherty, Gassaway, has been commended for his activity in picking up and bringing in good material found on line.

Conductor Fansler has been commended for his interest in safety. Fireman E. W. Hall has also been commended for his interest in Safety work, on line of road. Agent M. T. Hutson, Bower, has been commended for noting and reporting brake rigging down.

Conductor Miles has been commended for his interest in conserving the Company's revenue.

Fireman J. W. Bailey has been especially commended for his interest in fuel conservation.

Mr. Rube Mathews has been thanked by the superintendent for reporting a large rock on the track near Halo.

Conductor Gunter has been commended for stopping and putting out a fire.

Agent F. R. Holt, Strange Creek, has been commended for his interest in the prompt movement of trains.



ON THE CUMBERLAND DIVISION HONOR ROLL

Left to right; Trackman A. J. Lancaster, Trackman and Mrs. Randolph Cosner, and Foreman J. David Clark



Agents Thomas, of Erbacon; Taylor, of Sutton, and Orrahood, of Flatwoods, have been commended for close interest in their work, and special attention paid to the conservation of the Company's revenue.

WESTON, W. VA.  
April 28, 1922

MR. JOSEPH GRANT  
Manager, Interstate Glass Plant  
Weston, W. Va.

Dear Sir—It has just been brought to my notice that on April 25, you were awakened about 5.00 a. m. by a noise on the Kitsonville Bridge of this Company. You took the trouble to get up and investigate, finding that a horse was fast in the bridge. You quickly advised our train dispatcher by telephone. We immediately arranged to get the horse up without injuring it. We had a light engine called to leave Weston at 5.45 a. m. and but for your timely warning, it is difficult to say what would have happened. In any event it is certain that the horse would have been killed.

I want to take this opportunity of expressing to you the sincere appreciation of the Railroad Company, and of the writer for your action in this case.

With kindest personal regards, I am,  
Very truly yours,  
(Signed) W. TRAPNELL,  
Superintendent

**Newark Division**

NEWARK, OHIO  
May 5, 1922

L. A. BOWMAN  
Operator BZ Tower  
Zanesville, Ohio

Dear Sir—It has come to my attention that on May 3, when No. 75 was pulling out of the siding at BZ Tower, you observed something wrong under train, took prompt action to notify flagman, and had the conductor notified through Zanesville office. A loose brake beam was found and removed before any accident occurred.

I want to thank you personally for your close observation and prompt action in this incident. The service rendered is fully appreciated.

Yours truly,  
(Signed) H. G. KRUSE,  
Superintendent

B. MULQUINN  
Operator  
North Siding, Ohio

Dear Sir—It has come to my attention when Train second 97 passed the tower on April 30, you discovered brake beam dragging under tank of engine and took prompt action to flag the train and have the beam removed before any damage resulted.

I beg to convey my personal appreciation as well as that of the Management for your vigilance and prompt action taken in this instance and to thank you for the service rendered.

Yours truly,  
(Signed) H. G. KRUSE,  
Superintendent

**Chicago Division**

On May 6, as Train 14 was passing LaPaz Junction, Operator E. A. Thornburg observed fire flying from under the train. He quickly called the coal chutes (one half mile eastward) and was fortunate to get the dock fireman, Charles Dame, who flagged the train. A serious defect was found and it was necessary to set off the express car at the coal chutes. No doubt the prompt action of Thornburg and Dame saved a derailment. The superintendent has written them suitable letters of commendation.

Agent Charles Middleton, Coburg, Ind., hearing an unusual noise as a westbound freight train was passing his office, rushed to the door in time to see heavy iron pipe falling from a car in the passing train. He succeeded in getting a stop signal to the rear of the train, which was stopped and proper attention given. Agent Middleton also notified the dispatcher so that protection could be arranged.

**Ohio Division**

At Washington Court House recently, Flagman E. R. Maple observed defective wheel on a car. He had train stopped. On examination it developed that fourteen inches was broken out in the base of the wheel. The vigilance displayed by Flagman Maple probably averted an accident.

**St. Louis Division**

As No. 97, Engine 2620, in charge of Conductor Reinhart, was passing Miami River Bridge at Lawrenceburg, Indiana, at 9.30 a. m. May 13, Patrolman E. L. Keith discovered smoke coming from a car in train. He signaled trainmen to stop, and they cut off C. N. E. 10701, which contained about \$10,000.00 worth of auto tires and auto accessories, for Fisk Rubber Co., St. Louis, Mo.

The car was fourth from engine and it was immediately taken to Lawrenceburg, Ind., where City Fire Department extinguished fire. The seals were removed from car by Patrolman Keith and he assisted the firemen in their work.

After checking it developed that approximately \$8,000.00 worth of tires had been saved. An investigation conducted revealed that one place in west end, and one on north side near west end, were burned. The roof was also burned from running board to eaves on north side for a distance of five feet from west end, on opposite side of running board a small hole was burned through roof. The side walls and car lining in west end were burned through.

On account of the mysterious manner in which fire was located in car, the origin was not determined, although an investigation was conducted by a Federal fire inspector.

Patrolman Keith has only been in the service a short time but has proved himself to be a good officer. He has been commended by division officers.

Machinist Bernard A. Day, Flora, Illinois, has been commended by Master Mechanic Herlihy for locating crack in main driving axle, engine 1418, while tightening left back and left forward eccentric on axle, on February 14.

On April 4, while a train was pulling by him at Flora, Conductor F. M. Dee noticed something wrong with brake beam rear end of mail car. He stopped train and found hanger on south side was broken and end of beam down over wheel.

On April 9, Lineman John Evans set his car off at Bridgeport Hill to let Extra 2670 pass. While watching train pull by he discovered wheel on Baltimore and Ohio 19474, fifth car from head end, pounding badly. On closer examination he found a part of flange of wheel gone. As the speed of the train was slow he boarded caboose and notified crew, who stopped train and on inspection discovered two feet and eight inches of flange broken out.

On May 3, as No. 80 was passing Delhi station, Operator Frank Vawter noticed brake beam dragging on Baltimore and Ohio 196400. Vawter ran out from the office, gave stop signal, and succeeded in getting train stopped.

**Toledo Division**

On the morning of April 13, Third Trick Operator Hammond, Kirkwood, as he was on his way home, discovered a broken rail and six inches of ball of rail gone. He went one mile farther north where sectionmen were working, notified them then proceeded to Piqua Crossing where he notified the train dispatcher.

DAYTON, OHIO  
April 25, 1922

T. J. GERIN—We learned through Supervisor Ledger that through your close observation and endeavor to protect the Company's interests, you discovered a bursted wheel on car P. G. X. 1061, Train #86, on April 18. The car was set off after you had notified the conductor of the condition.

It is certainly gratifying and pleasing to know that the employes in this department are making every effort possible to protect the Company's property and to prevent loss and damage to property as well as personal injury to fellow employees. I take this means of apprising you of how much your action in this respect is appreciated by the Company.

Yours truly,  
(Signed) R. E. CHAMBERLAIN,  
Division Engineer.

At 5.00 p. m. on April 17, while Extra 4048, south, was passing through Troy, Ohio, Conductor Charles Galvin, from the platform of his caboose, observed a car chain clogged between the points of switch leading to the Hayner Company Warehouse. He stopped his train, secured a hammer, went back to this main track switch (a northward facing point). He found that

(Continued on page 64)

**Additional Honor Notes—Cumberland Division**  
Irregularities and defects observed by operators and corrected during April 1922:

Date	Train	Engine	Operator	Location	Brake Rigging Down	Dropping Fire	Hot Car Box	Shifted Lead	Wheels Sliding	Broken Rail	Brakes Sicking	Totals
12	13	5211	J. T. Nuckles	Hobbs	I							1
3	Ex. E	4405	J. L. Schroder	Martinsburg	I							1
12	18	5218	J. L. Schroder	Martinsburg		I						1
13	Ex. E	4400	J. L. Schroder	Martinsburg			x	x				2
14	Ex. W	4411	J. L. Schroder	Martinsburg					I			1
17	Ex. W	4435	J. L. Schroder	Martinsburg			x					1
23	Ex. W	4435	J. L. Schroder	Martinsburg			x	x				2
21			A. C. Hardy	Little Cacapon						I		1
13	Ex. E	4413	G. L. Bartle	Okonoko							I	1
10	Ex. E	4428	J. L. Rockwell	Green Spring							I	1
6	90	4208	D. W. Walter	Oakland				x				1
Total					2	1	5	2	1	1	1	13

x Indicates cars set off.





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Buildings

#### Law Department

Correspondent, GEORGE W. HAULENBECK

#### Our Passenger Department

I paid a visit to our Passenger Department on the fourth floor the other day. I am fond of that section of our service. Whenever I have the pleasure of taking the affidavit of W. B. Calloway, the head of the department I note his manner of expediting business. E. N. Thorn, the chief clerk, when he served as rate clerk, was often consulted by the Law Department and with much satisfaction and profit. One of the grandest pieces of work in the passenger service was accomplished by Miss Mabel T. Gesner in securing the consent of Lady Astor to accept Baltimore and Ohio service on her trip to Baltimore from New York. That was a real scoop, and I jumped up and down with delight when I heard of it. It shows what a woman can do when given an opportunity. Mr. McCarty and Mr. Lowes are part and parcel of the passenger department and have been for a long period.

#### An Aphorism

"A truth I've learned with passing years, significant, sublime; that all life's problems right themselves, if only given time."

#### "Thank you very much"

Why do we always say, "Thank you very much?" What is the "very much" for? To my notion it means nothing. In the good old fashioned days we always said, "thank you" and stopped there. It meant something. It was uttered with an earnestness, but now, in this new fashioned, silly and indiscreet era, we add this "very much" and it weakens it, besides being intensely ungrammatical.

Cervantes says, "It is the part of a wise man to keep himself today for tomorrow, and not to venture all his eggs in one basket."

#### Stephen F. Cadden

Stephen P. Cadden, our junior clerk, who made his advent in the Law Department on Friday, August 26, 1921, resigned on April 29. The Manufacturer's Finance Company, bankers, wanted a young man who was averse to watching the clock, and as Stephen fulfilled all the requisite requirements, he was accepted and appointed to a good position with that institution.

Stephen's successor, George Raymond Brennan, assumed his new duties on the first day of May. We are going to like

George. He has the modest requirements that are deemed essential. I do not hanker after a lad who is loquacious. I can fill that bill myself, much to my detriment.

#### Wealth

"Any man is wealthy, who has good health, a happy home life, a business or profession in which he is interested, and successful, a passion for growth, and the ambition to be of service to his fellow man. He could not get any more out of life if he had a million dollars."

#### Our Tax Office

William Randolph joined Frederick J. Griffith's tax office force on the first of May. With this narration it brings me to the point of observing that our tax office, presided over by Mr. Griffith and his first assistant, Hugh McNeil, Jr., is an important cog in the Baltimore and Ohio wheel. The tax reports submitted to the various states through which we pass, are sworn to by the different officials, and so I am quite conversant with the character of the work performed, and well performed, by the clerks in that office. I wish I had space to comment still further.

#### Our Mr. Webber

When the hearings before the Interstate Commerce Commission became frequent recently, our Charles R. Webber, after spending the day in Washington, would spend the evening at the office here, mapping out responses to much of his correspondence for Mr. Horsey to act upon during the day. There was, therefore, little accumulation of work while he was attending the I. C. C. hearings in Washington.

#### Office of Vice President, Operation and Maintenance

Correspondent, HARRY HARMAN HARTLOVE,  
Chief Graphic Clerk

#### Fair Warning

An attempt will be made in all notes in this issue to deduce from various historical events occurring daily under my eagle eye or reaching my keen ear—to deduce (as aforesaid mentioned) suitable moral lessons—so that in years to come your children, in glancing over the MAGAZINES in the attic and finding this issue, may glean educational values.

Moral: A mighty gust blew up the valley and a still wind rocketh no airship.

#### Home Again From A Foreign Shore

William Fowler has returned from his

honeymoon, which he spent in Bermuda and New York City.

"Bill" reports that the onion crop this year will be a bumper one. In New York he interested some financiers in a project to extract the juice from the larger and more fragrant "Bermudas"—which extract is to be used in intensifying and strengthening miscellaneous soft drinks.

One drop of "Fowler's On-Excelled Onion Juice" in a glass of Ginger Ale—and—bravo! hurrah! you will be singing grand opera. Such are its stimulating properties.

Moral: An onion by the river's brink would, under an assumed name, taste just as sweet.

#### A New Poet Enters The Arena—Wow!

Louis B. Beck—"Our darling Louy"—the Canoeist, as he is known to his more intimate associates, has been working vigorously on a suitable ode on the dedication of his Ford Yacht. Below are the resultant effusions—or might I say—effervescent emanations from his brainial cavity:

#### "BECKY'S ODE"

Roses are red,  
Violets are blue—  
I can row a boat,  
Canoe? Canoe?

Mr. Beck is to be hartlovely congratulated on the above par-excellent poem. It is hoped that it will appear on the front cover of our MAGAZINE.

Moral: People who live on the water all summer should not throw t.e Mexican Arena about their exploits.

#### Sing! Gentle Song Birds! Sing!!

Henry Fankhanel has on display at his warehouses, the beginnings of a National Glee Club ode—dedicated to Mr. Hobart Smock.

Your correspondent worked hard on the little ovoid notes—yet it is feared because of some of the notes were drawn lop-sided, the members of the aforesaid Glee Club were unable to harmonize their tonsil tones concordantly; so unanimously threw the music (or what appeared to be music) on the scrap pile.

Henry came to the rescue and now has the original on exhibition. All music lovers please note and see this air-loom at their earliest convenience.

Moral: Music charms the savage breast—but a rolling tone, out of gear, gathers moss, cabbages, eggs, and other miscellaneous equipment.

#### Hail To The Chief! Hurrah! Hurrah!

Milton Strevig recently spent a few days in York, Pa., with his boon companion, "Eph."

At a request from 25,000 citizens of York, Mr. Strevig was coronated "Pretzel King of the Eastern United States." Any one desiring the latest recipe on pretzels or wishing to place an order for one or more barrels of the twisted sphagetti, will please consult the Eastern Pretzel King. Ask him to tell you the story of the First Pretzel.

Moral: A pretzel a day keeps hunger away.

#### Attention! Lovers of Golf! Attention!

Paul Bradley Martin and Floyd Utterback will be amply introduced to the readers of this column at an early date. Order YOUR copy NOW.

Moral: Behold how mightily he swingeth his mashie—for a niblick shot measurcth but one fathom.

#### Car Service Department

Correspondent, H. V. OBERENDER

This office is again represented in the Baltimore and Ohio General Office Baseball League. Officers and players are as follows: Wilson Auld, manager and secretary;



Charles P. Bayn, assistant secretary; W. Norris Reider, captain; J. E. Peters, J. B. Piercé, A. Debes, J. D. Bryan, H. Hahn, C. E. Williams, A. G. Donald, N. A. Grafton, N. Grafton, Wm. Helm, R. I. Boteler, G. E. Crowell, R. O. Smith, A. F. Buettner, J. L. Strauch, L. C. Becker, J. V. Henry, W. McManus; Wilson Auld, Jr., Mascot.

Our friend and fellow clerk, J. T. Lean, recently resigned to accept a position in the office of assistant foreign freight agent. We expect "Jimmie" to join the ranks of Benedicts soon. Best wishes and good luck! Because of "Jimmie's" resignation, our Hartman Barber has been placed on the Trace Desk.

Our Misses H. E. Franklin and Laura Zenker, local record clerks, recently resigned from the service to be married. We also understand that Albert Mitchell, one of our fellow-clerks, was married recently. Heartiest congratulations and all good wishes to the happy brides and bridegrooms!

### Engineering Department

Correspondent, O. K. EDEN

#### It Is not Easy

To apologize,  
To begin over,  
To admit error,  
To be unselfish,  
To take advice,  
To be charitable,  
To be considerate,  
To keep on trying,  
To think and then act,  
To profit by mistakes,  
To forgive and forget,  
To shoulder a deserved blame.

But:

It always pays.

—Seen in *The Water Tower*.

On May 3 last, Chief Clerk Erwood R. Sparks celebrated his forty-ninth birthday. This is also the 33rd year of his service in the employ of the Company. He has served under nine of the twelve chief engineers since the Company organized: they being Messrs. Douglas, Manning, Graham, Carothers, Kinsman, Thompson, Stuart, Begien and Lane. The office celebrated the occasion by partaking of a birthday cake given to him. Thanks for the treat, Mr. Sparks, and many happy returns.

Superintendent of Insurance B. S. Mace has moved back to his old quarters on the 12th floor. When Mr. Mace moved out, the clerical force of District Engineer Mather moved in—Room 1310.

The accompanying photograph is of Miss Griselda S. Bromwell, four year old daughter of J. V. Bromwell, improvement clerk. A winsome lass is Miss Griselda, and when she gets older she'll have beaux by the score.



It is an interesting fact to know that during the recent drive held by the Baltimore Alliance, under the leadership of Real Estate Agent Moran, men of the Engineering Department collected over a thousand dollars. It is still more interesting to know that under the leadership of E. L. Gosnell, assistant to chief engineer, three men, Messrs. J. H. Adamson, T. E. Hilleary, and D. A. Riley, collected more than half the amount of money turned in by Mr. Moran.

It is "Professor" Gempp of the file room now. Since he has taken it upon himself to wear goggles, we have attached a new dignity to him. And he possesses the most vivid imagination.

When the Fresh Air Fund started their campaign, one of our demure stenographers was called into service. And oh! boy! say she didn't collect money! The office made an almost perfect score, lacking but a few subscriptions. I tell you, when a pretty girl starts selling something—no matter whether it is a house or a posy—if you don't want to part with the filthy lucre, it's best to go and hide.

It sounds bad when a fellow continually misses the last car from such a local (?) place as Rognel Heights. If I were, you, Howard, I would make arrangements to move out there—especially if I went as often as you do. But I forget, of course, it is only for your art!

Not content with merely dodging pedestrians, Mr. Gosnell has bought himself a Dodge sedan, and now enjoys the pleasure (?) of dodging the traffic cop, etc.

It must be great to leave the city where one works and arrive at your home five minutes before you left work. That is what Alf does. Where he lives they don't have Daylight Saving. Consequence is the above. But on the other hand, when he leaves Washington, it takes him two hours to reach Baltimore, where it only took him one before such is life in a big city.

R. G. Bewick, District Engineer Mather's force, was the winner of the ten dollar gold piece which we raffled off for the benefit of our baseball team. The lucky number, drawn by Chief Clerk E. R. Sparks, was No. 949.

The baseball team is rolling along—just about. They lost the first game 35 to 1 and won the second 9 to 8.

We are glad to welcome W. S. Bouton, formerly engineer of bridges, back once more. In 1919 he suffered a severe nervous breakdown and is just now returning to work. He will be located in Room 1308 and his title is Consulting Engineer.

On Friday, May 12, District Engineer Clarke journeyed down from Pittsburgh and gave an interesting lecture to the boys of McDonough School, McDonough, Md.

I believe that if one would consider the dangers of promiscuous expectorating, especially in crowded office buildings, or elevators, one would be a little more careful. Of course the excuse comes up that cuspidors are not placed in the elevators or on each floor. But if one has a bad cold or some nasal trouble that necessitates clearing the throat every few minutes, one should be well provided with handkerchiefs, which would not only prevent disease from spreading, but would also keep the place looking cleaner.

#### We Would Like to Know:

Where Miss George gets all the flowers to brighten up the office.

Who takes Miss Leanora to tea.

Where Wittie Warren gets his dope.

How Joe Kemp gets out at night. Does he?



Daddy and Baby Collison

What keeps Righter's hack together. When Baron "Spike" Schanze will lose his liberty and move to Ellicott City. When Mr. Hauser is going to build. When Alvie will distribute his Airedales. When some people we know will get their hair cut as soon as they need it.

The accompanying picture is of one of my genial fellow correspondents, J. Ford Collison, secretary to District Engineer Mather, and correspondent for that office, with his dear little daughter, Aileen, aged six months.

### Office of District Engineer, Baltimore, Md.

Correspondent, J. FORD COLLISON

The private office of District Engineer Mather and Assistant Engineer Hart has been moved from Room 1310 to Room 1312, and A. M. Kinsman, engineer of construction, has joined them. Our office force moved from Room 1301 to 1310.

I wish to announce the arrival of two bouncing babies, W. W. and Mrs. Gwathmey, Jr., being the proud possessors of a baby girl, and A. A. and Mrs. Boettger, happy over the arrival of a baby boy. Some class to the city of brotherly love, what?

Messrs. J. W. Jones and F. D. Broderick joined our forces the first part of May, for work at Philadelphia. Glad to have you with us, fellows!

### Office of District Engineer, Pittsburgh, Pa.

Correspondent, J. M. Whealan,

Field Accountant

The new quarters of this Department at 339 Second Avenue, were recently inspected by Chief Engineer H. A. Lane, who gave them his unqualified approval. The walls and ceilings are now being given a coat of paint and the result will be the most cheerful and best lighted offices in this territory.

Chief Clerk C. H. Holtzworth is at his desk again after fulfilling the sad duty of laying away the remains of his wife. It is difficult indeed to take up the thread of existence when it has been all but broken.

The young son of Field Accountant F. C. Eberly has been very ill for several days and his condition has been causing his parents much anxiety. He is somewhat better at this writing, and we hope that the improvement will continue.

Our offices have been greatly improved with window ventilators, through the self sacrificing efforts of some members of the force and the help of the storekeeper at Glenwood.

The repair department is without any



work at the present time, but the cafeteria has resumed operations after a short shut-down, due to some sort of misunderstanding, and is experiencing a full attendance.

C. H. Holtzworth and Mr. Whealan were in Baltimore recently on business for the Company.

We are glad to see the Baltimore and Ohio making a somewhat belated use of the natural advantages which the Founders of the Republic gave it in placing the Capitol of the Republic on its lines. Anyone who has not yet seen Washington has missed one of the all too few good things in life. There is a sense of calm serenity there (outside the Halls of Congress) which is not to be found anywhere else in our experience. It is fitting that the First and Best Railroad should thus call attention to the beauty and wholesomeness of the Capitol city of the First and Best Republic.

Mrs. Clarence H. Holtzworth, wife of chief clerk to district engineer, was called, by death on Monday morning, April 3, following a long illness.

Mrs. Holtzworth was born in Fallsburg, Kentucky, twenty-nine years ago. She became the wife of Mr. Holtzworth on June 25, 1919, at Huntington, W. Va.

She was a widely known young society matron of Huntington, but shortly after her marriage removed to Pittsburgh, where Mr. Holtzworth is employed by the Company. Mrs. Holtzworth made many friends while in Pittsburgh and also had a number of friends among the employes in Baltimore who will read of her death with profound sorrow.

**Freight Traffic Department**

Correspondent, DOROTHY RUBENSTEIN

Effective May 15, R. J. Beggs, former chief rate clerk, this office, was promoted to division freight agent, Cumberland, Md. Heartiest congratulations and sincere good wishes are extended. Although it is regretted that this office must lose such a pleasant and valuable associate, for we all know that "a good man is hard to find," we wish that he may continue to climb the ladder of Success, making more and more friends as he goes along the path of life.

The circus was in town on May 10 and 11, and the General Freight Office surely was well represented at both evening performances. We are inclined to believe this is the Fountain of Youth for which Ponce de Leon was in search. We seemed more like a group of school-children than grown-up people. All hail to the Circus!

"To the Zoo" was the slogan of a few in the General Offices during the week of May 1, but only the brave and courageous ventured to go. We regret that there were not more in our crowd. The next time an excursion into the wilds of Druid Hill Park is planned, we hope some of the stay-at-homes will profit by the fact that we returned to tell the tale, and join the party.

Best wishes, along with the set of silverware, was presented to Theodore Dent, who was married on Saturday, April 29.

Names is Names

By MARY TODD and H. L. LLEWELLYN

'Twas on a dark and stormy Knight that Brown and Green received a fright. The stars had vanished, they could not see well, though in the distance they heard a Campbell. Then came they to a house which they entered to appease their shivering constitutions before they'd a chance to Fries. They entered the cellar, which then was full of Booze, and drank and drank and drank, until they began to snooze.

Now in this house lived a man, who's rather stout; he quickly woke the snoozers with his long and hefty shout. They awoke with glad surprise then to gaze upon a Baker; although he kept so silent, he might have been a Quaker. He said he was the "village Smithy," tough and stern and strong, and Wood not have it any other way but that they must be gone. Then Brown he Beggs for mercy, pleads to let them stay, beseeching shelter from the storm, their Holmes were far away.

But Smithy, he got good and cross, began to make it Ruff, but Green and Brown had ne'er forgot they weren't in for such stuff. Hentz each one put his Hatton and departed in the rain, since, because of Smithy they were un-Able to remain.

Miss Lillian Burman, stenographer, was granted leave-of-absence because of ill health, and it is hoped it will not be long before she is again back at her old place, brightening the day for those around her.

The accompanying picture is of Betty, two-year old daughter of Trace Clerk W. W. Weller.



Betty, little daughter of Trace Clerk, W. W. Weller  
Office of General Freight Claim Agent  
Correspondent, GEORGE DOBBIN

Even as Mexico gained fame through the prowess of her toreadors and their magnificent exhibitions of skill in the bull fighting arena, so the average American is fast gaining a niche in the Hall of Fame for much the same reason. Now and then we are presented with an article or a book by some master word-painter, who clothes intricate ideas and deep sentiments in simple words. Some of us regard such a masterpiece in the sense of a forceful lesson while the vast majority attempt to ape such a performance by clothing clear and simple thoughts in sheer verbosity. In time this becomes a habit and many an unintentional "white lie" is told in an effort to obtain a seemingly impressive delivery.

Abraham Lincoln has been described as one of the 'clearest minds' of America. His lesson of brevity, simplicity and above all, SINCERITY, may be well copied by many of us who strive for effect through the "bull-throwing" medium. The truth is that we sometimes fool the young and the unsophisticated to a small degree, but such an exhibition always qualifies the principal actor for the title of "dunce."

Hearty and sincere congratulations to 'Papa' Rodin of Mr. Zenter's division. The stork has brought Mrs. Rodin a husky son.

pound gentleman to learn the intricacies of railroad accounting, matriculating on May 4, 1922. We trust the young man will start early training in an earnest attempt to succeed his father on our bowling team.

Several weeks ago our old friend Roberts, aided by his trusty "flivver," explored some of the beautiful scenery of Maryland. We would like to offer a humble suggestion, to wit, poison ivy is everything the name implies. Be careful, old timer!

Mishaps seem to be the order of the day. Herman, the Babe Ruth No. 2 of the File Division, recently explained two beautiful "shiners" as having been caused by contact with the National Pill. However and nevertheless—oh, well——!

At the dance held by our Musical Five on last Easter Monday night, Sidney, of the reception committee, was heard to announce: "Ladies and Gentleman, right this way for your 'chow' and refreshments." Then he is said to have dished up "hot dogs" which were mostly mustard—"and a pleasant time was had by all."

As usual, nearly everybody wanted to take his vacation so as to include that first week of July!

The romantic season generally brings out a crop of engagement and wedding rings. Last year the warm weather had the necessary effect on quite a few members of our department, we trust that our young ladies will not accept the Genoa Conference, or the Tariff or the Adjusted Compensation bills as valid excuses from their prospective "meal tickets" for "stalling off" the fatal day.

Not that we want to rush anybody, but, if you want a convincing argument, just talk to some of the one-year-old benedicts. Some are "for" and some (yep, sad but true) are decidedly "against." However, step right up, boys and girls; life itself is but a gamble after all.

Our own "Pop" Taylor, following his annual custom, is again taking issue with Jack Frost and Company in a strenuous effort to do a bit of "constructive" farming. Incidentally, his garden is just a bit more practical than the average product of the gentleman gardener. Mr. Taylor, since we accept your kind invitation to a boiled dinner.

We believe it a fact that this office is in excellent shape to establish a gardener's Aid Bureau, judging from the number of us who converse with great ease and fluency on the subject of raising good things to eat.

Some folks shave daily and others——at any rate, Ruben, you are a great, big boy now.

We can't all be comfortable in warm weather, can we, Mr. Keene?

At that, you sure have got plenty of company, "Skinny," old boy!

Our bowling team continues to wear a chesty appearance. Another season will be here before long. Make your slogan consist of only one word, and make the required effort to live up to it. "Winners" will do as a motto.

There are two kinds of men in our office. Those who buy their tobacco and those who carry matches and "have the habit."

**Relief Department**

Correspondent, H. IRVING MARTIN

On the afternoon of April 25, Miss Evelyn M. Waring, Relief Feature, was married to Gorman L. Sellers by the Rev. J. Truman Anderson. The ceremony took place at 125 South Maryland Bap. Church.



The bride was due at about 4.30 but came a little late, that she might dodge the "bad luck" hoodoo that haunts the too punctual bride.

Our society reporter records that the bride's hat was an artist's creation, that it matched her dress of rose-orchid satin and that she carried orchids and lilies-of-the-valley.

(How can a mere man do justice to such details?)

Before the bride entered the church on the arm of her father, by whom she was given in marriage, a fair young soloist sang "O Promise Me." The "I-Wills" are said to have been firm and distinct.

After the ceremony the couple successfully eluded the bride's former associates, who were waiting for her with a supply of rice and old shoes. After a honeymoon spent in Florida the young couple returned to Baltimore and are now residing at 226 East Montgomery Street.

The girlish bride possesses a happy, vivacious, sparkling temperament, and we predict that in her new relation she will retain all of her old friends and make many new and lasting friendships.

Before this reaches the eye of the reader, we will have finished congratulating Charles R. Curtis, Savings Feature, on his recovery from a severe illness, for we shall have seen his smiling face at his desk.

All that we ask, Friend Curtis, is that if another new disease seeks an experiment station, you insist that it choose some other fellow on which to make a demonstration. You had us guessing for a while, but now that you are back, we hope that each day will bring increased strength and more power to your good right arm.

#### Office of Superintendent Motive Power Correspondent, MAGDALENE LAUER

Now that spring is here and has brought everything pleasant and enjoyable with it, I presume that we can attribute to it our "coming to life." (I speak for the office in general—I am the only one of my kind here.) We have always enjoyed what others said and did, as noted in our MAGAZINE, but never came forth with our own, but like all other good things that come at this time, here we are!

On our first arrival we do not expect to hit you all very hard but that does not say we haven't other things in store. For instance, the "Snappers," representing the Motive Power Department, are under the watchful eye of G. T. MacMillen of this office (who, by the way, is a ball player of the old school).



The late James Newton Berrett Telegraph Department

They fully expect to repeat the performance of 1921, when they were returned champions of the General Office League. And let me give you a little information for the benefit of those concerned. What that team won't do to the many other "good-in-their-own-class" teams around this railroad is what Babe Ruth seldom does—miss them. They go after them and get them; but what they will do, Oh, goodness, it would never do for a little stenographer like me to say. I can pound a typewriter and punch on delayed correspondence, but I am here to admit it takes those boys to do the BEATING. In next month's issue we will tell you how the Riverside boys received the sobriquet of "Snappers."

We are all much pleased to say that Mr. McPherron, our general clerk, from out Washington, Indiana, way, and who is here for only a short time, has a healthy addition to his family. I did not think he'd like the East so well, but this being the case, you can't blame him. If he gets such a reward as that I am quite sure we will have a good many more visitors.

#### Tariff Bureau

Correspondents, FRANK W. RUPPERT and CASPER A. WAGNER

We regret very much the sudden death of Mr. Presgrave's father, at his home in Sterling, Va., on April 11. Mr. Presgrave had recently returned from a visit to his home and had found his father in apparent good health.

After a lingering illness, Mr. Joseph C. Wagner, father of Casper A. Wagner, correspondent, Tariff Bureau, passed away on April 8. The sympathy of the office was expressed by a beautiful floral design.

#### Telegraph Department

Correspondent, MARY B. TANSILL

It is with sincere regret and deepest sympathy that we learned of the death of James Newton Berrett, employed in this department for many years as telephone maintainer, Baltimore.

Mr. Berrett was born on January 24, 1883. He entered the employ of the Telegraph Department on December 1, 1900, serving the Company faithfully and well. With his unflinching good humor and his ever present willingness to help others, he gained many friends. His life was one of true service, for "Newt," as he was called, was never too busy to help someone else.

After a short illness he died at his home at Relay, Md., on April 23. He is survived by his widow and two children, James Newton, Jr., age four years, and Margaret, age 13 months.

It has been said that a life which is so spent that the world is richer for its existence, is a life well lived. We cannot speak a truer thought than that of "Newt," for while we will all miss him, we are comforted with the thought that his life was "well lived."

The accompanying picture is of Charles (Swampie) Thompson, "the life of the party" in Foreman Digman's gang. He is about 45 years old, but he doesn't look it, does he, girls? The boys in the gang are telling a good one on "Swampie." His hair was turning gray and someone told him to use peroxide. Instead of turning his hair white it made it a beautiful red.

"Swampie" doesn't wear his "Sunday-go-to-meeting" clothes in the picture. His delapidated appearance is due to the fact that the men became tired of seeing him wear the same clothes every day to work, so, thinking that "necessity is the mother of invention" they tore his working suit off,



"Keep Cool" is the motto of "Swampie" Thompson, Telegraph Department

thereby necessitating "Swampie's" buying a new pair.

All joking aside, "Swampie" is a real fellow, and underneath all his "funning" there lies a good heart, as many of his friends will testify.

#### Transportation Department

CORRESPONDENT, LUKE K. BURNS

On May 11, those who were unable to make their way to Druid Hill Park to witness the annual baseball duel between the married men and single men of the Transportation Office, certainly missed something more than a treat. The main trouble was that the single fellows ran themselves almost to death—they were on the long end of a 15 to 4 score. The line-up of each team was as follows:—

Single Men	Position	Married Men
Roth	2nd	Evans
Kaufman	Short	Guerke
Marley	1st	Faustman
Carter	Catcher	Seibert
Wilson	3rd	Dienhart
Brooks	l. f.	Persinger
Burns	c. f.	Jackson
Scharnagle	r. f.	Volk
Mansfield	Pitcher	Wood
Belt		
Smallwood	Utility	

Messrs. Wood and Guerke, who in previous years had sided with the single men, were eligible to the ranks of the married men this year and even though they proved to be a big re-inforcement, their efforts, combined with the other poor married fellows' were unable to stop the single men.

Before the game had progressed very far, Mr. Persinger received an official decoration, it seemed that he tried to examine one of the balls too closely. He left the field with a badly swollen eye, in fact, I believe it was black. "Phil" Wood pitched a right good game but not much can be said of the support he was given. Mansfield gave us a surprise by holding the married men to but four runs, but we think the reason for this was that early in the game he ate about three or four pounds of animal cakes, which probably meant added strength.

Some of the girls from the office were good to us in coming out to see the game and bringing the fruit and cakes which came in mighty handy. Few of us had eaten dinner. "Dieny" kicked about the decision of



Smallwood, who was "chief in charge of the indicator." Mr. Toomey, our special representative, happened to be in town and he went out with us to see the game. He was unanimously chosen as official score-keeper. I didn't notice, but someone told me he used up a couple of pencils. "Hank" Evans and "St. Paul" Faustman got a surprise when their team lost. I understand that before the game they remarked that we would be "easy picking."

George Loblein made a home run, quite unexpectedly, which netted him—how much was it, George? Our own Bab Ruth is quite a stunner when he swings his bat as his green tie floats on the breeze.

We have an addition to the Baltimore and Ohio family. Mr. Seibert informs us that her name is Vivian Edna. Congratulations!

**Valuation Department**

Correspondent, G. B. SAUMENIG  
Accountant

Great comfort comes from wearing rubber heels, not only to the person himself but also to those around him. Ask Rau who it is in the office whose thunderous tread can be heard everywhere. Sometimes one would think they were wooden heels.

The circus which came to our city in May took us back to our childhood days and a number of our force took in the sights. All of them managed to come back safe, although we were afraid some of them might be detained as curiosities. However, some of our boys must have been considered worth while, as a representative of the circus was in touch with our office for a certain party to act as a toreador. The Building Branch has Heinz skinned a mile when it comes to the 57 varieties.

Our friends, Nugent and Pugh, have a fondness for side shows. Possibly they are anxious to learn mental telepathy. Ask them.

The Summer Duck Pin League of the Valuation Department is still holding the interest of our boys. The fever has also spread to the opposite sex and Misses Fossett and Coplan are developing speed and accuracy. I believe they could be secured as substitutes on our teams and could give some of our boys a few pointers.

Cathcart, who is fast approaching the necessary service age for entrance into the Baltimore and Ohio Veterans, must have some interest in the sale of the evening papers in the building. He seems to be faithful in looking after the interests of Mr. Holmes.

Our friend Taylor continues to smile as the date approaches. He and Bowditch are friendly but one can never tell what it is all about. Taylor has carefully considered every hotel and resort and has written to them for rates, etc. Each mail brings in various kinds of information, some good, some bad. From the puzzled look on his face, his nerve may fail him at the last moment.

Miss Ritter is still much interested in her RAYdio.

Evander, Building Branch, is about ready to take the leap into the sea of matrimony. It must be contagious.

Rau strangely and secretly fondles numerous train schedules, making notations as to arrivals and departures of trains. Then he looks at his bank book and shakes his head in a doubtful way. We hope his nerve has not failed him.

Dell lately had the Order of Knight of the

Garter conferred upon him by one of his friends. Ask him who it was?

Vorwerk has been suffering with his teeth, brought on by either failure on his part to wear his fur cap (suggested by Miss Coplan) or continued chewing of tough tobacco.

Gumpman's love of colors and beauty was vividly portrayed by his latest silk shirt. It is a shame to take the glory away from Smythe.

We were mighty glad to note the recovery of Terrier, who paid a short visit to the office.

Our art critics are hard at work and contributions will be cheerfully received by either one of the "B's."

The annual concert given by the Baltimore and Ohio Glee Club was a success in every way. Aside from the success of the club and soloists there were several outstanding lights from our department, such as:

The youngest member of the club, who is from the Valuation department, had his troubles. His feet were always in the way and each time the club made its appearance on the stage, the audience looked for Charles to stumble. There were several reasons. Previous to this occasion, which was his first appearance before a city audience, he took small parts in church affairs and was very bashful. His dress suit added to his discomfort, in that he got the wrong trousers, which were intended for a very tall man, this made it necessary to wear the trousers close to his neck. This kept the audience from seeing his white vest. This is a fact.

Caruso, Equipment Branch, was afraid that his suit would not fit and in order to be sure he attired himself the night before and held an informal reception at his Irvington home. A pretty good suggestion for the future, when a fellow has a dress suit in the house for several days—to make the most of it.

City Councilman Kydd from Relay was there in all his glory but it nearly happened that he did not get there. The train failed to stop at Relay and the members of the club from that point had considerable difficulty in getting to Baltimore.

Pierce, formerly of this office, resembled a giant in his regalia. He lost his nerve and would not complete his make-up until arriving at the hall.

Bowditch, although not singing with the club, was there in all his glory and came all the way from Cleveland, so he says, to attend the concert. It may be true but there are some of us who feel that there were other reasons for such a long trip. Ask Min.

We certainly missed Wheatley and Roberts, formerly of this office. They were faithful and always had the interests of the club at heart.

**Office of Assistant Comptroller Deverell**

Correspondent, JOHN RUPP

Sergt. Bedford was the recipient of a lovely wrist watch on the occasion of his promotion to sergeant by his fellow clerks, Company B, Bicycle Squad.

**Auditor Coal and Coke Receipts**

Correspondent, J. LIMPERT

Charles A. Luken. Died May 31, 1922

Seldom has the inevitable been brought to our attention with more force than in the death of our fellow worker, C. A. Luken, notice of which was received in the office on June 1.

During the latter part of April, Charles was ordered to the hospital for an immedi-

ate operation, presumably for stomach trouble. However, after being placed on the table, conditions disclosed were of such an alarming nature that the doctors despaired of any hope and would not undertake an operation. Hoping against hope, we had been trying to make ourselves believe things would come around all right, but reports received during the last several days cast a deep gloom over the entire office and we felt that the end was not far off.

Mr. Luken was thirty-six years old. He entered the service of the Company in February, 1905; since this time he has been held in high esteem, both as a friend and an employe.

Of a kind and cheerful nature, a true friend, we of the office wish to extend to the family of our departed brother, our heartfelt sympathy in this, their terrible loss.

The final games in the office bowling league were rolled on April 25. The standing of teams at the end was:

	Won	Lost	
Pull Men.....	48	27	640
Head Lights.....	45	30	600
Royal Blues.....	41	34	547
Bumpers.....	36	39	480
Wrecking Crew.....	32	43	427
Tail Lights.....	23	52	307

Individual averages were as follows:

	Games	Pins	Average
Pritchard.....	69	6927	100-27
Spurrier.....	63	5992	95-7
Atwell.....	73	6907	94-45
Burr.....	58	5320	91-42
Ackler.....	75	6807	90-57
Lehman.....	69	6207	89-66
Limpert.....	72	6462	89-54
Shakespeare.....	69	6190	89-49
Reichert.....	71	6351	89-32
Johnson.....	57	5060	88-44
Cann.....	69	6114	88-42
Spedden.....	66	5822	88-14
Brauer.....	60	5286	88-6
Hartwig.....	75	6593	87-68
Lutz.....	72	6326	87-62
Poole.....	69	5986	86-52
Milnor.....	72	6186	85-66
Miller.....	72	6121	85-1
Moore.....	56	4759	84-55
A. Link.....	27	2279	84-11
Muth.....	60	5048	84-8
Downey.....	72	6055	84-7
Tucker.....	63	5244	83-15
Schuster.....	54	4494	83-12
Ritterbusch.....	69	5720	82-62
E. Link.....	75	6193	82-43
White.....	69	5608	81-19
Dudderar.....	60	4814	80-12
Liken.....	66	5231	79-17
Bickel.....	75	5880	78-30

All in all it was a good season of bowling. The result was in doubt until one week before the final games, when the runners up went down to three straight defeats. Royal Blues were eliminated about two weeks previous.

The winning team is composed of Messrs. Lehman (captain), Reichert, Hartwig, Moore and E. Link, who by consistent bowling managed to get into the lead about the middle of the season and stay there until the end, although at times the margin was only a game or two; therefore all credit is due these boys for their winning effort.

The individual single game record was not shattered this year but a new high individual three game mark was made by Pritchard, who got a count of 343. Pull Men set up a high team score with 494 for one game, while Head Lights rolled three games for a total of 1412. These scores may not compare favorably with those set up by our contemporaries, but as our teams are selected with the view of equalizing things, and one or two low average men placed on each team, these marks are pretty good.



Answers to the "bob tail" appearing in last issue of the MAGAZINE have so completely swamped the judge ("Joe" Heine), that the winner will not be announced until next issue. We believe the "Ed." stands a good chance to "cop" the cabbage.

**Office of Auditor of Freight Claims**

Correspondent, NELLIE F. COLLISON

Dear Office—I have been asked by our chief clerk to represent our department as correspondent to the MAGAZINE. I thank him, and with the cooperation of each one of you, I shall endeavor to bring before our readers the bits of interest from this, one of the most important departments of this big corporation.

For the nonce, lend me your eyesight, and later your assistance in bringing to my attention anything of interest that will illuminate our section.

Yours sincerely,

(Signed) N. F. COLLISON

What a big day for our Department. The auditor, after having told us that we were "wonderful" (that is the very word he used), sent broadcast among us the vacation program, with the flat ultimatum, one week only of meanderings through this old world of ours in a luxurious Baltimore and Ohio Pullman or otherwise, and then by days any additional time we are entitled to, according to the rules and regulations.

What expressions of pleasure and grimaces of disappointment as we turned to look at the selection that had been made for each one of us! Just in pure spite we are going to gallop gladly through our claims and other duties during the entire vacation period in order to inveigle our "Big Chief" into "keeping step" with us, because he will have to be pulling his dictionary off the shelf to find a more expressive word than "wonderful" to apply to his forward marching corps of office assistants.

The officials, chief clerks and head clerks of the Accounting Departments held a Good Fellowship Meeting in the Assembly Room at the Central Building on May 3. Comptroller J. J. Ekin presided and his address impressed most favorably some of us who had not had the pleasure of hearing him before, and the rest of us too. Besides many other things, he made us feel more at home in the Baltimore and Ohio.

We extend our sympathy for the continued trial of Mr. Carl Eger and his family, and with it our sincerest hopes for the complete recovery of his sister, who has made a brave fight through a most serious illness.

With such fortitude as her brother's for an incentive, we felt sure that she will yet win out.

The accident which overtook our ball team on Saturday, May 6, is much regretted and our sympathy is extended to the injured ones.

J. G. Brubaker was hailed with good cheer upon his safe arrival from the flooded district. Since his experiences in Beardstown, he has expressed violent opposition to any theory that a duck lives an enviable life.

Our Dictaphone Department has just passed through a winter full of handicaps, emerging into a spring with, seemingly, new vicissitudes to face. We would like to take this opportunity, however, to express our appreciation of the constancy and application of Miss Sara Miller and Miss Bessie Ellis.

The Daily Vaudeville Act given each day between 12.00 and 12.30 was much appreciated by one W. M. W. While no admission fee is charged, he moved forward and took one of the best seats. As a result, the entertainers are seriously contemplating making application to the legitimate stage.

The genuine bigness of the hearts of Baltimore and Ohio employes is always expressing itself. On a pay day not so very long ago, one of our young, married men had his pocket picked of his entire salary on his way from the bank to the Annex Building. Just as soon as this tragedy became generally known in the office, away down deep into each pocket went the hand of each one of this big sympathetic body of men and women and their unfortunate comrade was presented with a goodly sum to alleviate his misfortune.

A member of our force recently added another year to his already heavy possessions, and as a result is proudly smoking a brand of "High Life." We are confident the donor is not a student of psycho analysis. This is a strong invocation for his safety, lest the suggestion be too great and he loiter by the wayside.

**Auditor Merchandise Receipts**

Correspondent, P. HENRY STARKLAUF

A Welfare Association has been formed in the Interline Division for the benefit of the clerks and in order to abolish the miscellaneous collections which have been going the rounds for various reasons in the past. A representative from each group has been selected on the directorate. Harry Bransky,

president; P. H. Starklauf, secretary; H. D. Vohstedt, treasurer, and S. C. Robinson, chairman of committees, including J. H. Dollinger, E. W. Jones, Carl Mullinix, Miss J. K. Grob, James Spurrier, F. C. Caslin. Fruit for the sick, flowers for the deceased and gifts for the newly-weds will be handled, as well as relief for those of us who may be in need. This organization will not be active socially. With the lovely display of silverware seen in the office recently, it certainly is lending encouragement for some.

The Revision Division recently revived the Lecture Course, an idea which was in vogue several years ago. This is instruction to junior revision clerks as to rate construction and the intricacies of the rate problem.

We are reliably informed that one Harriet is flashing a French Ring. More power to you, sister!

Our sympathies go out to fellow clerks S. T. Newton, on the death of his wife, and J. J. French on the death of his father.

**Weddings**

Miss Gertrude I. Holbein, Machine Room, to Mr. James Garvey, St. Joseph's Church, by the Rev. Maurice, C. P., April 17.

Miss Marie J. Strasburg, Interline Division, to Mr. Eugene Bullinger, St. Bernard's Church, by the Rev. Houck, May 3.

Miss Bessie Barnes, Revision Division, to Mr. Charles M. Speicher, at her home, Stockton, Md., by the Rev. Zimmerman, June 3.

**Making the Best of It**

"Mary, were you entertaining a man in the kitchen last night?" "That's for him to say, mum. I was doing my best with the materials I could find."

—Steam Shovel and Dredge.

**Eastern Lines**

Pier 22, North River, N. Y.

Correspondent, JOHN NEWMAN

"Joe" Bayer, our agent at Pier 22, who—fortunate fellow—owns and occupies a fine house and plot of ground in Floral Park, L. I. (occupies the house and digs in the plot), speaks proudly, now, ("Pride goeth before a fall"), of his achievements as a truckgardener. "Radishes coming up," he reported one day in early spring. (No reports since then.) Well, Joseph, as to radishes, it is not so much what is coming up



**HELPING TO BRIGHTEN OLD MT. ROYAL STATION**

1. Miss Edith Crone, who shines in her new role as substitute matron. The rest-room has just had a new set of draperies, which make it particularly attractive to our women patrons. Those numbered 2 to 11, inclusive, are: Apprentice A. M. Kingsbury, Electricians A. R. Shipley, F. G. Smith, A. G. Mitchell and G. T. Evans, Apprentice W. C. Brown, General Foreman W. D. Burnham, Electricians W. F. Schillenber and J. W. Gardiner and Foreman H. K. Addison. This force has been busy installing new light posts, removing the old blue-print room and taxicab stand, and installing the "Standard Time" signs at the clocks. 12. T. Mulry, known by all station employes as "Tom," man of all work, who brightens Mt. Royal with his smile





**MORE OF OUR MT. CLAREITES**

Left to right: 1. Engineer J. S. Wells, Switchman A. Hart, Brakeman W. R. Lancaster and Brakeman J. R. Thrush. Fireman G. Gouldin standing on engine. 2. Yardmaster C. M. Gray and his two children, Mary and Ellsworth. 3. Conductor A. Day, Brakeman A. Buckingham, Brakeman W. H. Müller, Fireman R. Meyers and Engineer A. S. Hyde. 4. Engineer A. Richardson, Fireman J. S. Engle, Conductor J. P. Wolf, Brakeman B. J. Breitenbach and Brakeman J. F. Temple. 5. Trackman T. Steneada, Trackman A. Hutzler, Foreman J. H. Biden, Trackman P. Gugliette, Trackman J. H. Gready and Trackman J. Kick. 6. Wreckmen P. Hemberry and J. Dugan; Craneman C. Moran, Wreckmen F. Rogers, J. Agnes, K. Bennett and D. Fealey; Wreck Inspector J. T. Brennan, Wreckman J. Welsh, Fireman W. Parker, Wreckman M. Wagner and Wreckmaster T. Kelley

—Photographs by Brakeman L. C. Piper, B Yard

as what is staying down that counts. We had a truck garden once in a 20 by 40 back yard, and grew radishes two feet high above the ground, but without roots; our potato vines were climbing over the fence into our neighbors' yards, but nary a spud did the spade turn up in the fall; there was no room; the tomato plants had pre-empted all space below, showing naught above the ground except the hole into which we planted them some months previously. Let's have your report next fall. There is more profit in digging for the "root of all evil" at Pier 22 than for radishes at Floral Park.

In the previous issue of the MAGAZINE I spoke of the impending marriage of our "Bob" Riddell. It has happened. The following report in the proper and approved reportorial style has been submitted for publication by Edmond J. Levey, who was one of those present:

The marriage of Robert Riddell, head of the Eastbound Department, took place on April 23, at St. Agnes' Church, on East Forty-third Street.

The bride, wearing a white lace gown and hat to match, looked radiantly beautiful as she walked to the altar on the arm of the best man. A reception followed at the bride's residence. Among those of our folks who attended the ceremony at the church were: Mr. and Mrs. J. J. Boyer, Mr. and Mrs. E. Levey, Frank Manthey and his fiancée, Miss Anna Marshall; Misses Margaret Cronin, May McCaffrey, Margaret Gleason, and Dorothy Rekerdres.

(To this I want to "butt in" with a Hip! Hip! Hooray! for the brave groom and the radiant bride. Good luck!)

It is also reported to me, sub rosa, that Mr. Levey was arrayed like one of Solomon's lilies, or a Longchamps mannikin—light suit, boutonniere, goldheaded cane and so forth, etc., etc.

Coming events are not always forecast by shadows. Sometimes they radiate brilliance from symbolic insignia worn by ladies on the particular finger assigned to such purpose, a finger that gets trembly with anxiety at the age of 16, until it is adorned. We are advised that Miss M. G. has ob-

tained the coveted adornment. We are not advised as to who is the happy man; generally it is the girl's papa who is the happy man; we know, having had girls and gotten them married. Well this is the time when "a young man's fancy lightly turns to love," so now is the open season for the sweet young things to poke the unadorned finger at the poor game and speak the mystic password, "Open Sesame." It will work, in season. But, having strayed from the main line we apologize and herewith, Miss M. G., offer you our congratulations!

The Correspondent: Mr. Bayer, have you not something or somebody meriting 'Honorable Mention' in the MAGAZINE?

Mr. Bayer (agent): Well, yes, but—I don't like to blow my own horn.

Just then a violet on Miss Marshall's desk, who overheard this, "dropped" its eyes and sank to the bottom of the glass.

In the April issue of the MAGAZINE there appears a picture of John Bradley and his daughter Elizabeth, drawn by our cartoonist, Mr. Lynch. I understand that Mr. Lynch is not as yet a proud father but that he has acquired some real estate recently in the vicinity of Montclair, N. J., at which point Bradley resides. It is hoped that when he enters his new quarters he will be as fortunate as Mr. Bradley has been.

The following communication, signed "Wallabout," received for publication: "Al" Fox, chief delivery clerk, Pier 22, on his return from a recent trip to Kingston, N. Y., advertised Sloan's Liniment by charging the atmosphere surrounding him with its pungent odor. Confidential inquiries elicited the confidential reply that he was suffering from muscular soreness resulting from the strenuous welcome he received at Kingston. ("Al" weighs about 95 pounds—we wonder what her weight is—Corr.) However, like a game cock, "Al" doesn't know when he has had enough. He is applying for a yearly pass to Kingston. Evidence points to a strong attraction in that "burg." Give us details, Mr. Fox, for the MAGAZINE.

**Staten Island**

Correspondent, G. J. GOOLIC

J. V. C. to J. A. G.: "You ought to know that you can't drive a nail with a sponge, no matter how hard you soak it."

J. Catalano was recently employed as clerk to division agent, with headquarters at Pier 6, St. George. We all wish him the greatest success.

G. W., file clerk, Superintendent's Office, Pier 6, St. George, was going to elope, but was caught coming out of the window. We did not think this of you, G. W. What's the idea?

Division Operator and Chief Train Dispatcher and Mrs. J. F. McGowan are now touring through Ireland and England. They sailed on the "Aquitania" on May 2. We expect them to return on June 2.

The employes of the Staten Island Lines extend their heartfelt sympathy to the families of the following employes:

Patrolman Daniel Horrigan, who died at his home on May 6. Fred Rickhow, pensioner, former painter foreman, died at his home on May 2.

John F. Pettigrew, father of Assistant Division Engineer Walter E. Pettigrew, died on May 10.

On Saturday afternoon, May 6, the Staten Island Railroad Club played its first game of baseball of the season and easily defeated the Curtis Evening High School by a score of 12-7 at Emerson Field, Concord.

Batteries for the Railroad Club: J. Dobbyn and W. Steele.

John Kopko and Al Ryan, and Johnnie Goodski, steady and effective at all times, had the Curtis batters baffled. Kopko tripled in the seventh inning, scoring Johnnie Goodski. In the ninth inning Curtis had three men on base and none out but was smothered by a triple play. Johnnie Goodski, second base, to "Bob" Wilson, first base, to Johnnie Goodski.

The club team lined up as follows: R. Wilson, lb.; C. M. Ryan, r. f.; J. F. Lang-



ford, r. f.; S. Dougherty, 3b.; J. Larkin, s. s.; J. V. Ryan, 2b.; J. A. Goodski, 2b.; Geo. O'Regan, 1. f.; J. Bloom, 1. f.; Frank Rebhan, c. f.; W. Raburn, c. f.; Al Ryan, c.; J. Kopko, p.

The Club would like to arrange games with other Baltimore and Ohio teams in the vicinity of Philadelphia, Baltimore and Washington.

### Mt. Clare Shops

Correspondent, MOLLIE S. ALBRECHT  
Superintendent of Shops' Office

During the recent rains we had in Baltimore, we had quite a few experiences with umbrellas! Now Poole and Hankin have decided that the best way to keep *somebody* from playing a joke on them and taking their umbrellas is to keep a Yale lock on them. Never mind, Poole, the rain won't melt or shrink you, and it won't take the curl out of Hankin's hair.

Every day, about three o'clock, you can hear a long string of numbers and names being poured from the lips of our illustrious friend, Davis, into the ears of our young lawyer, Poole. Of course you can guess that this is the 1150 being checked up, but honestly, it sounds like a Victrola. They have a system all of their own, and our speediest locomotives haven't a thing on them. Some of these days we are afraid they'll have a derailment.

Everybody at Mt. Clare knows that a certain distinguished gentleman, all during the winter months, wore a disreputable looking straw hat, which was purchased last

year in Cuba. One night, during a cold spell, this handsome gentleman was seen going up Arlington Avenue with this same straw bonnet sitting jauntily on his head. The rain was pouring from the heavens in buckets, and although an umbrella covered the straw head-gear for a while, somebody came hastily up to our friend, and hinted of his error, saying he was probably trying to force the season! All the residents of Arlington Avenue can tell that the air was just a little blue for a few moments, and then they can also tell that this same illustrious gentleman made a hasty retreat, secured more appropriate headgear, and the old Cuban hat hasn't been seen resting on his noble forehead since.

Complaint has been made that the Shops a Mt. Clare do not receive notice in the notes of "Among Ourselves." I would like the employes of the various shops to know that there is a man in every shop who has been appointed to send in to me by the fifth day of each month, any notes of interest. When these notes are received by the correspondent, they are immediately sent to the editor of the MAGAZINE. If the man in your shop who has been appointed to help the correspondent, is asleep at the switch, your shop will *not* receive any notice in the MAGAZINE, as I am not in position to get all the little bits of gossip and notes of interest that are floating around. I am, therefore, sending out an appeal to all the parties I have asked for help, to please give me the notes of interest, so the shops will not complain about not receiving any notice. The Flue Plant is the only shop that has "come across" with any help. I wish to thank Mr. Raeuchle sincerely!



Here are little Thomas and Catharine, children of a rakerman T. A. Wiseley, East Side, Phila.

### Sparks From the Flue Plant

"Jack" Hawkins is the original "Book Lamin" guy of this shop! He will write anything for you from a love letter to your last will and testament.

Stickells stopped smoking on March 8. He doesn't say why, but we have an idea "Sticks" had too many friends who were afraid of the Indian in front of the cigar store!

If you want to know anything about baseball, just ask the Flue Plant experts, Judge Duffy Kuhl, John Edward Kuhl and Harry Tarun, the boy who plays the Flue Plant organ, commonly known as the "flue rattler."

### Just Remember

If you're happy, just remember that a lot of us are not;  
And the same if you are fortunate and strong.

There are many we've forgotten that should never be forgot,  
There are many need a bit of smile and song.

If you're merry, just remember there are others who are sad,  
And 'twould make your heart merrier the while

If you passed a bit of sunshine that the rest might know how glad  
Life has made you with its blessings and its smile.

If you're sunny, just remember there are lots who never see  
The sweetness of the sunshine as they go.

There's a lot of love and labor in this world for you and me

Just to scatter seeds of kindness as we go.

—The Baltimore American

This was handed me by the Flue Plant man. This surely is their motto. They are the happiest bunch in the world!

### Mechanical Engineer's Office

Both Mr. Lawson and Mr. Armstrong, of this office, boast a newcomer in their families. I don't suppose it will be long before they will be swapping little hints on how babies should be brought up, what helps them to teethe more easily, what's the best for little coughs, etc. However, we wish to extend to both Mr. Lawson's daughter, and Mr. Armstrong's son a cordial invitation to join our Mt. Clare cradle roll. We hope their daddies will soon favor us with a picture for the MAGAZINE.

Mr. Robert Morton has been sick for quite a while. We miss him lots! Here's



### MT. CLARE BABIES

1. Doris, aged 6, daughter of Machinist J. M. Hittel, Erecting Shop. 2. Jane Lee, one year o'd, daughter of Machinist S. L. Roth and Valletta Galloway Roth (formerly of the Car Service Department), and Ganddaughter of Erecting Shop Foreman Lawrence E. Galloway. 3. Richard W., aged 7 years, son of Car Inspector W. F. Dorsey. 4. Christian F. Jr., aged 2 years, son of Machinist Christian F. Bix, Erecting Shop. 5. Lillian M., aged two and one-half years, daughter of Car Inspector W. F. Dorsey. 6. Roland F., aged 2 years, son of Machinist E. A. Torbach, Erecting Shop



hoping that he will soon be well enough to come back to the office, so we can truthfully sing: "Hail! Hail! the Gang's all here!" (and the balance, which I won't say).

Every Saturday for the past few weeks, "Pop" Morningstar breezes out of the office, with a huge smile on his face! We are dying of curiosity. "Pop;" won't you let us into the secret? Are you "pulling" something over on the Missus, or is there something more interesting up your sleeve? They say that "murder will out," so I suppose, during the course of human events, we'll find out!

**Printing Department**

Correspondent, H. R. FOGLE

The Printing Department boys wish to announce that the baseball team is now ready to meet all comers. The manager, Mr. Handley, says that he is willing to stack his team up against anything that the other departments of the Baltimore and Ohio have to offer, and he is supported by all the boys. Come along, boys, and root for the team.

**Baltimore Terminal Division**

Agent's Office, Camden Station

Correspondent, W. H. BULL

In looking about for news items for the June Issue, I came in contact with Charles J. Gillespie, better known to his old friends as "Felix," who is clerk to the general foreman. He told me that he thought that he was the first stenographer at Camden Station, and when he told me his history, I quite agreed with him. He tells me that he entered the service in 1873 as a messenger boy in the Old Freight Office, which was then located on Eutaw Street opposite Conway and he well remembers the following employes: Chief Clerk John W. Chesley, Manifest Clerk Samuel Woodward, Manifest Clerk Arthur Spice, Manifest Clerk Theodore Dobler, Telegraph Operator Harry Menslage, Manifest Clerk William Ehlen.

Mr. Gillespie was later transferred to the office of Oliver Hoblitzel, general agent, whose office was then located at Camden and Eutaw Streets, where our Local Freight Office now stands. The office force at that time, as he remembers it, consisted of Messrs. John Gephart, John Henshaw and Frey Bailey, who is now in Auditor Merchandise Receipt's Office. When Mr. Hoblitzel resigned, he was succeeded as general agent by A. J. Fairbank, who previously had been in charge of both Mt. Clare and Camden Stations. When Mr. Gillespie took up the duties of secretary to the general agent, he found it necessary to take up shorthand. He acquired the Ben Pitman System and considers, therefore, that he was the first stenographer in the Local Freight Office, Camden Station. Mr. Gillespie entered the service under President John W. Garrett, with whom he was well acquainted. He also remembers Edwin Potts and A. B. Crane, who were Mr. Garrett's private secretaries. Mr. Gillespie has promised me a picture, which will appear in a later issue.

The stork is still paying periodical visits to our office force, this time leaving a ten and one half pound baby girl at the home of Mr. and Mrs. Louis C. Wode. We all extend congratulations!

**Baltimore Division**

Correspondent, W. H. TARR

Brakeman A. H. Beard, East End, called at the office in the interests of the "Get More Business Campaign." His effort will result in the Baltimore and Ohio getting a

longer haul. We are glad to see Mr. Beard interested in such work.

George Zimmerman, secretary to Superintendent C. M. Shriver, recently became the proud daddy of a bouncing boy. Congratulations, George! He is now inquiring concerning the medicinal qualities of Elixir of Catnip and Fennel.

Well, George, we suggest you consult with Division Engineer G. S. Crites, to whose home the stork has made an addition of a son. Congratulations, Mr. Crites!

He finally got it. We mean "Billy" Devlin. No more late hours at the office. Give her plenty of gas, Bill.

We are requested to insert the following: "What legal rights has a chicken on the Public Highways?" Address all answers to A. K. Galloway, district master mechanic, Baltimore, Maryland.

It is stated that Miss Esther Auld had to wring her handkerchief after seeing the photoplay, "Orphans of the Storm." Wonder what her escort did to comfort her.

Miss Elizabeth Carr has been sporting a new red sweater in the office. Six months to make it and one month to wear.

We often wondered what makes "Ed." Myerly yell so loud over the telephone. Now we know. He is so used to hearing the noise of his Lizzie that he thinks everyone yells when he speaks. All wrong "Ed." Say less in a quiet voice and mean more.

**Washington, D. C. Freight Station**

Correspondent, W. L. WHITING

The absence of notes from Washington in the May issue of the MAGAZINE is regretted more by your correspondent than by the readers, as it breaks an almost continuous record since the first publication; but the circumstances mentioned in the April number are accountable for the omission. However, as suggested, we are again on deck with both feet—such as they are—and promise to be more careful in the future.

April has not been behind its predecessors in business. We have had a heavy rush, both in and out bound. Our yard has been filled with cars and our sheds with less carload freight. In addition we have had two carnival shows parked on our tracks: The Rubin and Cherry Show, which exhibited on the grounds of the Camp Meigs under the auspices of the American Legion; and the Gloth's Greater Show, which displayed its marvels for the benefit of some of the Masonic bodies of this city. The former had thirty cars and the latter fifteen cars, so that our yard presented a lively sight to the visitors in this neighborhood.

The usual spring automobile trade is also fine. There is a continuous procession of machines being unloaded and run off our platforms. It is evident that not every one in Washington has yet secured an automobile.

Our Claim Department has also been in evidence as the following figures will show:

	Total Claims	Total Amount
April, 1921.....	118	\$411.13
April, 1922.....	102	\$1590.93

While this does not indicate a large reduction in the number of claims, yet the amount paid is so much less than in 1921 that it shows that close attention has been given to the details connected with the claims, and that the "blue pencil" has been busy. The increase in business in April, 1922, over April, 1921 will account for the small reduction of the number.

A number of the homes of our co-workers have been sad on account of deaths.

On March 22, Samuel O. White, father of General Yardmaster F. S. White, and 1 Night Yarlmaster F. O. White, passed to his long rest. Mr. White was a victim of high blood pressure, which caused a sudden heart failure, resulting in his demise at his home at Camp Meade Junction. The burial took place in Lincoln Cemetery. The impressive services of the Order of Eastern Star and the Brotherhood of Railroad Trainmen were performed at the grave by these bodies, of which Mr. White was a member.

Mr. White entered the service of the Baltimore and Ohio Railroad at the age of sixteen and filled many positions. He became Train Baggage-master, Baltimore Division, and was later transferred to the Philadelphia Division. He was honorably retired in December, 1921, and was granted a well earned pension. Mr. White was 68 years old.

Our messenger boy, Windsor B. Haga, is another of our force who is mourning the loss of a beloved sister. Miss Pauline Haga, age 18, was taken with a very heavy cold and was ordered by her physician to seek another climate. Her mother accompanied her to Albany, Mo., in the hope that the change would benefit her. But death overtook her on April 8, after a short illness. Miss Haga was employed at Woolward and Lothrop's Department store, this city. Her many friends in that establishment were grieved to hear of her passing away. Temporary burial took place at Albany.

And still another home of one of our fellow workers has in it a "vacant chair." Irving E. Catterton, our cash clerk, was called to the bedside of his father, Zachariah Catterton, whom he found suffering from a severe attack of acute indigestion. Mr. Catterton appeared to be improving, and hopes were entertained for his recovery, until April 25, when he suffered a heart attack, which proved fatal. Death took place at his home at Bristol, Md., and the burial was at Mt. Zion, Md. The deceased was a member of the Junior Order United American Mechanics, and the funeral was conducted by members of this Order. Mr. Catterton was 58 years of age.

Even as these notes are being penned, the sad news comes that death has visited the home of our esteemed fellow-employee, Ohio D. Boyle. Mr. Boyle and his family were taking a short ride in his automobile on Sunday, May 7. While in the Soldiers' Home Park he and his pretty, curly haired little son, Charles Edward, left the machine to obtain a drink of water at one of the park fountains. As they turned to go back to their automobile, the little boy stepped into the road. Just then an automobile, driven by another party, came by and struck the little fellow, knocking him down and inflicting very severe injuries, from which he died on the next morning. It is needless to say that the little fellow's toddling footsteps will be missed in the neighborhood.

Our deepest sympathies are extended to the sorrowing relatives and friends of all the bereaved ones in their hour of sadness.

A few changes have taken place in our force recently. Allan W. Kidd, record binder who has found a position that he thinks is more to his liking than railroading, is succeeded here by Theodore Selke, son of Agent D. L. Selke, Benning, D. C.

Waybill Clerk M. C. Mott has also left us to seek other fields of service. Elias W. Kidwiler, who was employed in this office before the war called him away, has returned to the fold as successor to M. C. Mott.



Michael F. Kelly, one of the veterans of the Baltimore and Ohio service, employed here as sealer, has been on the sick list for sometime. We hope that we shall soon see his happy, smiling face.

We are undergoing a thorough spring cleaning here. Everything is receiving a new coat of paint. Our lawn in front of the office has been much improved, and is now a thing of beauty and pleasing to the eye. Our yard is receiving the attention of a large force, placing new bumping posts at the end of every track, and we have all new window shades in the office. The visitors to Washington this coming summer, many of whom come in trains that park in our yard, cannot fail to be impressed with the beauty of our freight station.

### Brunswick

Correspondent, R. L. MICH, Conductor

In the accompanying picture we have J. T. Martin, Veteran father of yardmasters. The picture was snapped in front of east-bound passenger station, Brunswick. Mr. Martin is "headed east" on business. On all occasions he can be found giving good advice to our young men all over the road.

James Gletner, clerk to Terminal Trainmaster W. O. Shields, and Miss Thelma McCormick, a popular young lady of Brunswick, were married by the Rev. Donlin. A honeymoon to New York and back,

and James is back on the job. Good luck to both!

Miss Lela Davis, second turn cashier, Baltimore and Ohio Y. M. C. A. of Cumberland, Md., is considered to be one of the prettiest as well as the most popular young ladies on our road. Miss Davis attends school during the day and works her turn at night. She greets our boys with a cheerful smile and has a kind word for everyone.

Here we see also Mr. and Mrs. Mercer Davis, of Jacksonville, Florida. Mr. Davis is connected with the United States Shipping Board, and has interests in our Baltimore and Ohio Railroad. Mrs. Davis is a niece of your correspondent and is a great admirer of our MAGAZINE.

Behold Captain Joseph B. Much and family enjoying a rest, after a long drive through the beautiful parks and highways of Washington, D. C., and Virginia.

Lieut. W. Axline, Baltimore and Ohio officer, has been very busy keeping our yards clear of train riders. Mr. Axline deserves great credit for the manner in which he has controlled the situation here. Fewer robberies are reported in our territory, on account of the able manner in which he manages his staff.

Patrolman Davis Lewis, was presented with a handsome medal by the "Order of

Reindeers," for his earnest efforts in securing a home for the Order.

Engineer A. B. Haller, who has been suffering with rheumatism for some time, is back on the job. He made "some Injun" chief at the Brunswick celebration.

A great many of our railroad men here are contemplating a sight-seeing tour of Washington, Baltimore, Philadelphia and New York. Of course they will be accompanied by their wives and sweethearts. A visit to our officials, while in Baltimore, will be the main feature of the trip.

On account of the great mine strike, which has caused a depression of business all over the country, several hundred of our boys have been furloughed. An early settlement is hoped for in order that an agreement will soon be reached so we can resume normal conditions. Our "hump" riders are getting restless, as they like to change off from a box car to a "hopper."

Yard Brakeman "Ed" Moore who had both feet amputated some weeks ago, is "learning to walk" on his new feet.

Conductor "Sam" Moore, who naturally takes life easy, is suffering from rheumatism. We hope "Sam" will be back on the job again, as he is well liked by our boys all over the road.

Conductor "Preacher" Smith bought a new necktie last week (ask him about it). He is not only a good railroad man and "preacher," but is fond of neckties.

### Cumberland Division

Correspondent, JOHN SELL

The accompanying picture is a good likeness of William H. Gatehouse, M. P. clerk, Division Accountant's Office, Cumberland. Mr. Gatehouse is also a member of Baltimore and Ohio Queen City Fire Brigade, having had previous experience in this line with the Frostburg Fire Department, which is considered the "crack" organization of Western Maryland.

The night force around the Queen City Station could not understand why Night Messenger Henry Miles, who pilots messages around the building and city, made so many trips to the restaurant for coffee. He has been found out; we know also why he gets good measure.

Harpers Ferry, which is a Blue Line Station, has recently been given a thorough renovation. The building has been repainted and grounds put in condition for the summer. It now presents a beautiful appearance, set in nature's beautiful surrounding, the Potomac and Shenandoah in the background. Our patrons in passing always note the beautiful scenery, and the improvements are attracting widespread comment.

Harry T. Henry, night car distributor, and Miss Bessie Custer Oglebie, stenographer in the Superintendent's Office, were quietly married in Baltimore on Thursday, April 20. They are receiving congratulations of their many friends. The office force presented them with a beautiful silver tea set.

B. A. Noone has held the checker championship during the past season against all contenders.

Another early spring wedding was that of A. P. Connell, C. T. time clerk, Division Accountant's Office, and Miss Leatha Ambrose, stenographer, Agent's Office, Cumberland.

Our list of eligibles is gradually diminishing, and at the present rate, should be



### BRUNSWICK, FOLK

Left to right, upper pictures: Captain Joseph B. Much and family; Tonnage Inspector J. W. Martin. Center: the new fire-fighting apparatus at Brunswick. Lower: Mr. and Mrs. Mercer Davis and Miss Lela Davis, second turn cashier, Baltimore and Ohio Y. M. C. A.



exhausted by the last of June. We will see that our MAGAZINE readers are kept fully advised as they materialize.

Mrs. Elizabeth Jones, janitress, Queen City Station Building, was recently entered in a "Oucens" contest at a local church, and walked off with second honors among a large number of contenders.

Yard Clerk R. C. Miller was recently appointed to an important position in the Division Accountant's Office.

Assistant Chief Yard Clerk H. J. Minghini, has been appointed chief inventory clerk, East Yards, succeeding J. H. Penrod, who has been appointed chalker, Yard "E."

Yardmaster L. R. Madden recently spent some time touring New York and other eastern cities.

Yard Clerk Webb C. Kline who has been on the sick list for some time, is rapidly improving.

The late April frosts are reported to have done considerable damage to the fruit crops; it is estimated that the peach crop in particular will be small this season.

Crossing Watchman "Birdie" Warnick Harrison Street Crossing, is right on the job, having one of the busiest crossings in the city. By careful attention to duty he has not had an accident to occur on his crossing and he's right on the job at all times.

The Cumberland Baltimore and Ohio Baseball team is fast getting in form, having played several games recently with local and visiting teams, and come out victorious. They are ready to meet any contenders.

A number of readers want to know the joke about the "Victrola." John, can't you help them out in the next issue?



William H. Gatehouse, M. P. Clerk, Division Accountant's Office, Cumberland

Two engines of small type are being fitted out with apparatus for an economy test over the Cumberland Division. Engineer "Ed." Merckle has been chosen to run these engines. When it comes to economy, efficiency and general attention to duty, "Ed" is on the job.

The Ladies' Auxiliary of the Veterans' Association is increasing in numbers very rapidly, as they want to be near their men all the time. They feel like they are a part of the great Baltimore and Ohio, and deserve notice.

Flagman "Ed" Cain was held up at Sir Johns Run and robbed of seventeen dollars. "Ed" said when he looked into the muzzle

of the robber's gun, it looked like a barrel. We feel sorry for you "Ed;" leave your money at home next time.

The following resolutions were passed by the members of the Cumberland Shop Band on the death of Isaac K. Conway, who was killed in the accident at Fairhope, Pa.:

WHEREAS: The Almighty in His infinite wisdom has seen fit to remove from our midst, our friend and co-worker, Isaac K. Conway, and

WHEREAS: In the death of Isaac K. Conway, the Baltimore and Ohio Shop Band has lost an efficient and able member, and one who was esteemed by all—therefore be it

RESOLVED: That we extend to the bereaved family our condolence and sincere sympathy, and be it further

RESOLVED: That a copy of these resolutions be forwarded to the family of our esteemed late friend, Isaac K. Conway; that a copy be spread upon the minutes of our Band meetings, and that copies be forwarded to the Cumberland Daily News and the Baltimore and Ohio MAGAZINE for publication.

E. F. WARNER,  
P. D. HARVEY,

Committee.

**Master Mechanic's Office**

Correspondent, R. J. COULEHAN,

As this is the first contribution from the new correspondent, it is sincerely hoped that it will to some extent, appeal to everyone, particularly the employes of the Mechanical Department on the Cumberland Division, and that they in the future will "come across" and furnish some real good and interesting facts so that we may be on



Brakemen Charles Mouse and William Mitchell and Conductor Hill Carter, who manned the train on which President Harding traveled over the Cumberland Division during April. The train is shown in the lower picture





The Potomac Hose Company, the fire brigade at Green Spring

the "map" in our MAGAZINE. To get news is an easy matter, provided everyone will contribute.

Mr. Robert McVicar, a representative of the Galena Signal Oil Co., on a recent visit to Cumberland Shops, made an inspection of oilhouse located in east car yard and pronounced it to be one of the most up-to-date oilhouses in his territory; in fact, as he put it, it's 100 per cent.

In view of the various methods of soliciting business for the Baltimore and Ohio, we wonder if the employes located in Cumberland, appreciate that now is the time for them to secure business to and from this point. Just now Cumberland, like all other cities, has been unable to care for all who seek employment; in fact our Company at the present time is (and has always been) the main or most representative employer, and with this and other facts in mind, the Baltimore and Ohio is justly entitled to not less than 95 per cent. of the transportation that comes and goes. In other words, when purchasing any article, this should be impressed upon our merchants and we should expect them to make sort of a trade—to give our Company the business, as we do them.

"Jake" our assistant chief clerk, recently made a visit to Connellsville and Grafton on Company business. He reports that things were running smoothly, the same as at our shops.

W. V. Fairall, Car Department, recently secured his auto tag and license. The entire force has been promised a spin in his "gasoline buggy."

Now that the duck-pin amusement has been "put on the shelf" for the season, the boys have started on the war-path in the way of baseball. They already have had two victims to their credit, and from what can be learned, there is going to be no stopping 'em.

The ladies duck-pin team likewise has been laid aside and we understand that they are investing their idle moments in a "sewing circle." At a recent meeting held at the home of Twilla Willison, after the election of officers, the members were given a doughnut treat.

"Charley" Weiskettle, out on line of road, recently was invited to take a motor car ride. After making all arrangements, we understand he only traveled on it about a half mile and then had to push the car for the rest of the trip. This is tough luck, "Charley."

The pictures on page ahead are of President Harding's special train on the Cumberland Division on April 28. Here we have the train crew in charge from Cumberland

to Washington: Captain Hill Carter, Brake-men Charles Mouse and William Mitchell. Everything in connection with the preparation of the 5227 was personally supervised by Division Master Mechanic T. F. Perkinson, who certainly had her shined up like a bright new silver dollar, and the engine was good for as long a run as the silver piece mentioned.

#### Timber Treating Plant, Green Spring

Correspondent, E. E. ALEXANDER

Track foreman cannot keep the right of way clean while those living adjacent to it use it as a dumping ground.

DO NOT dump rubbish or refuse of any kind along the right of way. It is UNSIGHTLY, UNSANITARY, UNHEALTHY and UNCLEAN.

Burn all refuse that will burn.

Bury, haul or wheel away to some obscure place rubbish that will not burn.

If wheeled along the right of way it should have cinders put over it so that it will be buried and hidden.

Help us in keeping our right of way at Green Spring clean, both for looks and for health.

(The above is a copy of notice handed to employes living in Company houses and posted on our bulletin boards.)

Fireman J. R. House purchased the Dorsey property formerly occupied by Switchman D. H. Talley. Mr. House is remodeling this and greatly improving its appearance.

The photograph accompanying our notes this month is of the Potomac Hose Company, our fire brigade. Those shown in photograph are, kneeling, left to right: Hoseman R. D. Nixon, Nozzleman F. A. Sebold, Captain R. H. Corbin, Hydrantman B. F. Reed. Standing, left to right: Inspector G. C. Conley, Nozzleman James Shaw, Assistant Chief H. W. Gross, Nozzleman C. M. Lewis, Hoseman G. P. Chesshire, Hoseman R. G. Brown, Captain A. E. Irving, Hoseman H. S. Simpson, and at extreme right Assistant Chief E. M. Stottlemeyer, and Chief E. E. Alexander. Hoseman B. F. Twigg and Hosemen and Cartmen E. F. Bean and J. M. Bean were absent when picture was taken.

Mr. W. Buehler, engineer, Wood Preservation, Barrett Company, New York City was a visitor at the Plant on May 10.

#### Keyser, W. Va.

Correspondent, H. B. KIGHT

The accompanying picture is of Pensioned Conductor John T. Compton. He began his railroad career as a trackman 39

years ago, remaining as such for about one year, after which he secured a position as brakeman. He served in this capacity for seven years, when he was promoted to conductor on the East End of the Cumberland Division. He served as a freight conductor for 22 years and as a passenger conductor on the East End for 16 years. He was pensioned in January, 1921.

Mr. Compton was chairman for the O. R. C. from three different Lodges, Brunswick, Martinsburg and Keyser, and is at present chairman of the Legislative Board for West Virginia. He is active in church work and is a steward of the Davis Street M. E. Church of this city. He is now a Justice of the Peace of New Creek District, of Mineral County, and is aspiring to a higher goal, having announced his candidacy for the state senate in the coming election.

#### Keyser Shop Notes

Up to the present writing Car Foreman Pownall still has the dog, but is holding him by an eye lash. If "Bob" ever does loose the dog it will be a toss up if he goes to "Bill" Ravenscraft or "Pat" Naughton.

Car Foreman Stanley states that since the car forces have been reduced, he has worn out four pair of pants. No—but by his pedometer he carries in his pocket getting so hot, that it burns out the sides of his trousers.



J. T. Compton



DEPOSITS \$1,055,260.26

**The First National Bank**

Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT

Interest paid every six months  
from date of deposit

We have it from good authority that Boiler Foreman Spicer has about completed his minstrel troupe that will represent the Loco Department at the Picnic to be held in Mill Meadow on July 4. Among the stars that he is slowly developing are Paxton, "Bill" Liller, "Ben" Kalbaugh and John Kenny as the end men; Jack Griffen, Tom Stewart, John Dorsey and "Bill" Kady as the premier quartette, while "Mike" Graney will, as usual, hold down the job as interlocutor.

Two of our old regulars will soon leave the service after spending the greater portion of their lives in the Loco Department at Piedmont and Keyser. Messrs. Henry Nau and Michael J. Dugan have made application to be retired. Both of these employes entered the service of the Company at Piedmont as engine cleaners, Mr. Dugan in 1869 and Mr. Nau in 1873.

Mr. Dugan later learned the trade of boilermaker, Mr. Nau of blacksmith. Having served the Company 50 years in their various capacities, the employes of the shop, while regretting their departure, wish them the best of luck and trust that they will be able to enjoy many years of the peace and comfort to which their long and faithful service entitles them.

I cannot complete the notes for the present month without writing a few words about Eleanor Davis Ravenscraft, whose photo accompanies this article. Eleanor is the one year old daughter of Mr. and Mrs. Ray Ravenscraft, Mr. Ravenscraft being the foreman of the Reclamation Plant at this station. While this young lady is not as yet able to tell by words where all are to head in, she is without a doubt boss of her home. Oscar, as she is more familiarly known to her friends, has her Papa so controlled that Roy is the model husband as far as staying at home at night is concerned.

Oscar Spotts, Machine Shop foreman, who has been quite ill at Hoffman Hospital, and J. H. Dunk, painter foreman, ill at his home in Piedmont, we are glad to say are much improved and will soon be able to resume their duties.

The accompanying photo showing a few of the Mallet engines we have stored at this station, gives one an idea of the falling off in business on the West End of the Cumberland Division, due to present coal strike. The engines are still in first class condition and estimated good for from 10 to 12 months service when placed on the road. This idle power is capable of moving 1500 loaded cars or 2250 empty cars daily over this mountainous division and represents the employment of 180 train and enginemen.

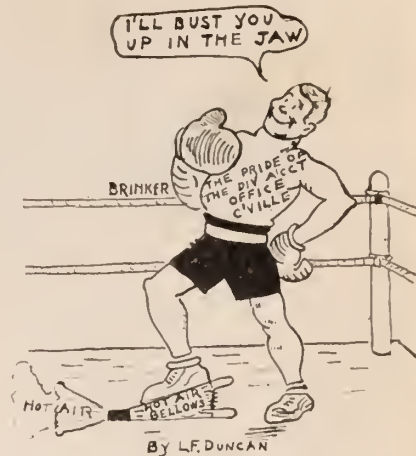
**Connellsville Division  
Office of Train Master**

Correspondent, C. E. REYNOLDS

Remember the time when you and I were just little fellows, and along came one of those bill posters and smeared paste all over the side of the barn and then covered it completely with one of those big lithographed posters announcing that Q. T. Barnings Great and Only Circus would exhibit both afternoon and evening on a certain date which to us then seemed an age to wait? Then, after having read the sign over and over every day until we could shut our eyes and see those animals go through their tricks and could repeat each word by heart, finally the great day arrived and with it the "Thrill that comes once in a lifetime?"

Well, our great day arrived April 24, and it fell on Monday too, just after having had a half holiday Saturday which was followed up by an all day's rest on Sunday; naturally we were well groomed for the glorious event. When we reached our dugouts on this particular morning, Dame Rumor had it that a very distinguished personage was about to pay us a visit. The party referred to had arrived in our city on No. 17. Finally some bug (as all bugs do) got a tip that said distinguished visitor was none other than Miss Margaret Talbot Stevens, so well known to all readers of the Baltimore and Ohio MAGAZINE. Then I will say our "queeriosity" got the best of us and our old hearts went pitter patter, but the only thing we could do was wait and, "Gosh all hemlocks" but the time did seem to drag!

Finally some "bird" began to hum softly the strains of "Maryland, my Maryland," and then we began to perk up our ears in earnest, for plainly heard were footsteps in the hall. At this juncture the door opened and in she came followed closely by Miss Leah Radcliffe, of the Auditor of Passenger Receipts Office, Baltimore. It was then that we began to think that our eyesight



was failing. It had been sort of frosty that morning and the mist had settled heavily on our eyeglasses, necessitating our having to take them off on arrival at our desk and give them the once over with our old bandana. But when Miss Radcliffe stepped inside we found it necessary to take off these same glasses and give them the twice over with that same old bandana. Well, it hardly seems right to keep this thing hanging fire so long. The fact is, we had read about 'em, seen 'em advertised a time or two and looked at 'em in the movies but "I'll be doggoned" if we had ever seen 'em on a living model before. Ye gods and little fishes! There right before our blinking eyes were the long heralded knickerbockers at last, and to tell the truth they looked pretty nifty, after all.

Well, we enjoyed the visit immensely and of course we could not all be as fortunate as Miss Lenora Grace of the Division Accountant's force, to whose envious lot it fell to accompany the party east on train No. 6 to Rockwood, where it was planned to secure some excellent photographs along the Caselman, one of which graced our good old magazine for May. "And thus endeth a perfect day."

The sketch above is of "Ed" Brinker, time clerk, Division Accountant's office, Connellsville, Pa. As others see you, "Ed."

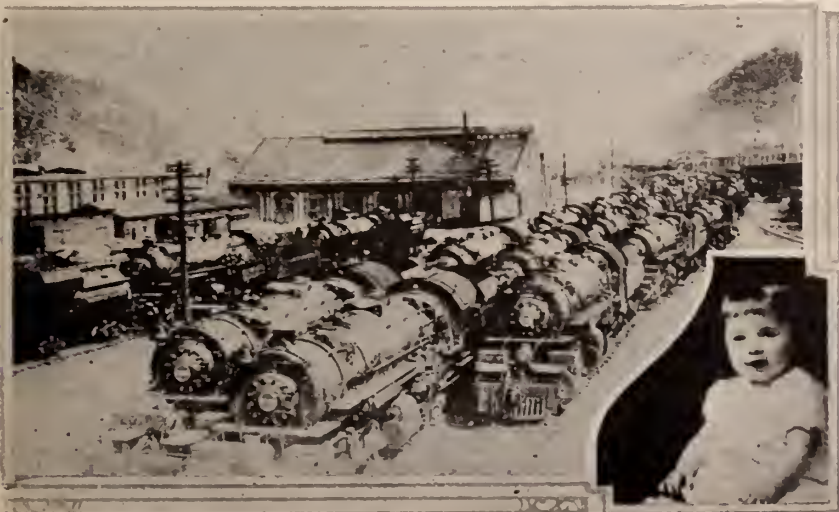
Roundhouse Foreman and Mrs. L. H. Bowers are receiving congratulations upon the birth of a daughter, Mary Adeline, on Saturday, April 22. The little one is the first in the family and tipped the scales to seven and one half pounds. Congratulations!

On April 17, Martha Elizabeth Dye, age 15, daughter of Brakeman and Mrs. Edward Dye, of Connellsville, died at the Cottage State Hospital, following an operation for appendicitis. Our sympathies are extended to this bereaved family.

On May 8, James S. Parker returned to his run as passenger conductor on Trains 61 and 62, after being off duty for the last three months account of illness. "Jim," we are glad to see you back on the job and we hope you are feeling 100 per cent.

On Saturday May 6 the Baltimore and Ohio Baseball Team demonstrated in the opening game of the Connellsville City League that it will be a contender for honors in that organization, by decisively defeating the Fayette Bakers—Score 11-3. Keep it up boys—that's fine!

We regret to report the untimely deaths of Engineer I. K. Conway, Fireman O. E. Newcomer and Brakeman H. L. Parker, which occurred on May 2, when engine 7156 blew up at Fairhope, Pa.



Left: Engines at Keyser waiting for work because of coal strike. Right: Little Eleanor Davis Ravenscraft

Please mention our magazine when writing advertisers



Herewith cartoon of the Honorable Oliver P. Moser, the efficient C. T. time keeper, Division Accountant's Office. Notice he is sizing up the situation. Yes, that's right.

The accompanying photograph is of the late M. E. Martz, who was born at Hyndman, Pa., July 13, 1875.

Mr. Martz commenced his career with the Baltimore and Ohio Railroad on April 5, 1896 as a carpenter, Piedmont, W. Va. He resigned on January 28, 1897, but returned to the service again on April 1, 1900 at Hyndman as a crane operator. He was transferred to Meyersdale, Pa., on September 28, 1903 as machinist foreman, which position he held until he was transferred to Connellsville, Pa., as day enginehouse foreman, on January 1, 1913. He was again transferred to Somerset on May 15, 1913 as general foreman, which position he held until his health failed. When able to resume duty he was given the position of locomotive inspector at Somerset, on September 16, 1918. Later he was promoted to position of night foreman at that point. His health again failed him and he was compelled to give up his work. When able to return to work he accepted position of machinist at Somerset. On May 17, 1921 he was transferred to Johnstown as general foreman and held this position until his death, which occurred on April 21. His death resulted from a broken back, received when he fell from the tank of a locomotive in Johnstown yard on April 12.

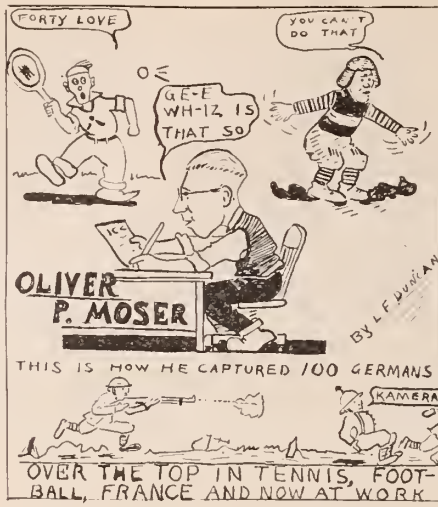
Mr. Martz was a man who always took a great interest in his work, and was always working on some improvement to locomotives which he thought would benefit the Company for which he worked. In the loss of Mr. Martz we lose a valuable man and one whose place it will be hard to fill.

Mr. Martz was a great home man and of splendid personality. He was held in high esteem by all who knew him. He is survived by his widow, a son Paul, and a daughter, Mildred. He was a member of the Knights of Pythias Lodge, at Somerset, Pa.

Funeral services were conducted 8 p. m. on Saturday, April 22, at his late home, 642 Horner Street, Johnstown, services being in charge of Rev. H. W. Snyder, of the First Lutheran Church, and Rev. E. W. Rishel, of the Evangelical Church, Johnstown. The body was removed to the home of the deceased's mother, Mrs. Rebecca Marth, at Hyndman, where additional services were conducted by Rev. Dr. Bennett on Monday afternoon, April 24. Burial was made in Hyndman cemetery.

To the bereaved family we extend our tenderest sympathy.

Here is a picture of the Johnstown yard forces with engine 2677 as background. Reading from left to right: I. I. Kaufman, locomotive engineer; C. B. Speicher, general yardmaster; F. H. Deeter, machinist; Mrs. B. J. Barrett, Jr.; Thomas Atkinson, pit laborer; W. L. Gregory, crane man helper; E. G. Driscoll, conductor; E. Ober, brakeman; C. S. Gardner, locomotive fireman; A. J. Bowman, brakeman.



On March 18, Thomas Howell and Cecilia Breakiron were quietly united in marriage. After a honeymoon to eastern cities, they returned to Smithfield, Pa., where Mr. Howell is employed as section foreman. We extend to them our best wishes.

Readers, gaze upon "Gus" Princker, time keeper, Division Accountant's Office, and two of his lady friends. The picture was snapped while they were taking in the scenery at Breakneck several weeks ago.

Conductor J. R. Gerhard, Connellsville, has just returned from a fishing trip. It is reported that he indicates the measurements of the catch by the foot—Some fish story, eh?

Freight Agent G. M. Tipton, moved into his new home on Race Street on May 9. You have a nice place, George.

On May 1 the stork visited Brakeman and Mrs. G. D. Keffer, of Snydertown, Connellsville, Pa., leaving a daughter, Alice Elizabeth. The mother was Miss Ruey May Showman. Congratulations!

Yes, Beatrice Fornwalt, stenographer in the Superintendent's Office, went and done it. She got a Ford coupe. No, we haven't seen her pass Brimstone Corner yet, for the semaphore has been moved. Go to it "Beatty," but don't give it too much gas.

### Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE

When you pass through the gate into the train shed of the Pittsburgh Passenger Station between the hours of 3 to 11, kindly notice the broad grin on the face of Gateman "Pete" Kramer. There is a reason for this grin and the reason is the recent visit of the stork with a bouncing baby boy. "Pete" is a proud and happy daddy and says the lad is able to sit up and talk to him now and will soon be able to come down and help him pass the crowds through the gate. Con-

gratulations and best wishes for the little fellow's future!

Those of you who remember Miss Irma Hoover, who, while she was at one time employed in the Terminal Superintendent's Office, succumbed to the wiles of Dan Cupid, will be pleased to learn of the recent arrival of a bouncing baby. O, you kid! Say "Da, Da!" Congratulations and best wishes. Needless to say this is a Price-less treasure.

The accompanying photo is that of Master "Jackie" Hicks, son of Mr. and Mrs. F. J. Hicks. His daddy is a Pittsburgh Division police officer. From the appearance of this husky youngster, he may become as formidable a "copper" as his daddy.

Coal Freight Agent W. L. Cromlish, Pittsburgh, who has been confined to a Pittsburgh hospital for a long period, has recovered sufficiently to leave that institution. He is now visiting relatives in Detroit, recuperating.

Friends of J. A. Spielmann, assistant to General Superintendent Peck, will also be glad to learn of his return to duty after a long illness which followed a serious operation.

One evening not long ago, after most of the employes had finished their day's labor and retired to their homes, weird sounds were heard in the vicinity of the Train Master's Office on the third floor of the General Offices at Pittsburgh. All was quiet and serene on the outside, but a glance through the keyhole of the door of the room from which the sound emanated revealed a small crowd gathered around one fair damsel who was enlivening the proceedings by tickling a ukelele, much to the amusement of her fair friends. We understand that Earl Tovey was present at this select gathering, together with Gertrude, Mary, and "Bud," and while Mildred made the uke talk, they all had a hard time keeping their feet still. Mildred is a player of rare ability and played one beautiful selection entitled "Nobody Knows His Address, Nobody Knows His Name, Nobody Knows Where He Gets His Clothes, But He Gets Them Just The Same."

Don't forget the Veterans' picnic at Olympia Park on July 20. Here an excellent opportunity will be given to all employes and their friends to get acquainted with each other and to make the occasion one long to be remembered. The entertainment features will include amusement for all, sports, games, etc., the chief of which, however, will be dancing. Let's get in trim for the big event. Don't forget the date, the time, nor the place.

### EVERYBODY GO BIG TIME HEAP MUCH FUN

Say, fellows, how about one of those old fashioned ball games between the benedicts and the unattached, which used to be so amusing a few years ago? Can't we stir up enough interest and start something along this line? All you need is to have some old fellow, the daddy of about steen kids, tell



Left: "Gus" Princker and ——— and ——— (Readers kindly supply the missing names). Center: Yard forces, Johnstown, and good lookers at that. Right: M. E. Martz, late general foreman, Johnstown

NEXT STOP IS CONNELLSVILLE!



# Hamilton Watch

"The Railroad Timekeeper of America"

## Long Term Watch Insurance

It is policy to buy a good watch.

The Railroad man who buys a Hamilton is insured against inaccurate time. He buys a watch that has to its credit the record of wonderful service under hard usage—a watch that will tell true time year after year.

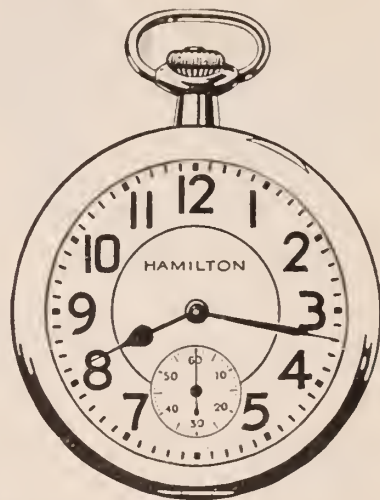
The Hamilton Watch is preeminently the watch of successful Railroad men. They lean heavily on their timepieces and must have a watch sturdy enough to bear the responsibility imposed upon it.

We suggest the No. 992 Hamilton, 16-size, 21 Jewels, for the most exacting Railroad service.

Hamilton Watches range in price from \$40 to \$200; movements alone \$22 (in Canada \$25) and up.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

HAMILTON WATCH COMPANY  
Lancaster, Penna., U. S. A.



Conductor J. County and Engineer E. T. Reed, together run an Erie train. They both carry Hamilton Watches. The accuracy of their Hamiltons has helped both men to a reputation for precise and punctual service.



# PUGH BROS.

JEWELRY CO.

## Official Watch Inspectors

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WRITE FOR PARTIAL PAYMENT PLAN

211 House Bldg., Pittsburgh, Pa.

one of the beardless youths stalking around that he would like to get him in a game of ball and the jig's up. Let's go. Give 'er the gas!

### Plug, For The Night Is Coming

He plugged along  
From day to day,  
And soon he drew  
A raise in pay;  
And then he plugged  
Along some more,  
And got his name  
Upon the door;  
But still he plugged,  
And now we learn  
He's managing  
The whole concern.

—Pittsburgh Leader.

### Glenwood

Correspondent, FRANK RUSH

Effective May 1, C. P. Kalbaugh was promoted to chief clerk to district Master Mechanic G. A. Schmoll, headquarters at Glenwood, vice W. E. Mohler, promoted. Mr. Kilbaugh has been at Glenwood for the past three years. He is well known and liked by all. We wish him success in his new position.

M. R. Powell, formerly assistant chief clerk to the district master mechanic, has been promoted to shop clerk, Glenwood, vice C. P. Kalbaugh. We wish him success in his new field.

F. W. Gettle, laborer foreman, Glenwood,



I'M READY FOR ALL COMERS—  
Yours truly, "Jackie" Hicks

has been transferred to Cumberland as material supervisor. Go to it, Fred; we wish you success in your new position.

### Glenwood Round House

Correspondent, MARY A. BREEN

Sincere sympathy is extended Boiler Inspector C. L. Davis in the loss of his daughter, who was struck by an auto. She died shortly thereafter; to Engineer D. A. McAninch in the loss of his infant son, Douglas A., and to the family of Engineer C. U. Reed. Mr. Reed had been in the service for 31 years and is sadly missed by his fellow employees.

"Bob" Schauers, that noted gentleman who may at any time be seen strolling up and down the deck—I mean the store room platform—thought to pull one over on us. He was quietly married on the evening of May 2 to Miss Olive Mateer, former clerk in the Storekeeper's Office, Glenwood. The many friends of both offer hearty congratulations.

Arrived: At Gibsonia, Pa., Robert Fulton, son of Night General Foreman J. F. Gibson. Anyway, "Gibbie," you've headed him towards being an inventor.

J. R. Kilroy, Division Accountant's Office, has been assigned position of boiler clerk in the Master Mechanic's Office, vice John Kocerhan, who has returned to General Foreman's Office.

Boiler Inspector S. J. Linn recently invested in a Baby Grand—oh, don't mistake me for he's not at all musically inclined—I mean a Chevrolet. Most any evening he and Roundhouse Foreman J. L. Porter may be seen most any place, but the first thing they undertook to do was to run down an ex-constable. Well, "Jim," if I were doing it, I would try to get the existing constable out of the way, then you would be at liberty to hit the high spots.

William Hays, formerly of Cincinnati, has been appointed general foreman, Glenwood Back Shop, vice J. J. Smith, resigned.

"Nick" Stinger, our old friend from Benwood, has accepted a position in the General Foreman's Office. Welcome "Nick," but it seems that you don't stay in town long enough to get acquainted. Then too, it is quite a long way to Cameron.

Please mention our magazine when writing advertisers



BABES IN THE WOOD—  
Mildred Nordman and Ella Blair

Why don't you buy the ring, marry the girl and then "can" the trips to West Virginia?

On Tuesday, April 18, Marshall Joffre was handled from Chicago to Washington on our No. 10. Pittsburgh Division officers are to be commended for their splendid efforts in putting the Marshall "over the top" (of Bakerstown Hill).

"Bill" Kane, fireman, Pittsburgh Yard, will be among the June brides—of course, I'm wrong again, but you know what I am driving at. Robert Vandergrift, Glenwood Roundhouse, will also be among 'em. Congratulations to both!

Shop Superintendent C. M. Newman is about the busiest man around just now, his mind being fixed on the drive which is to be inaugurated on May 15, and to continue for 30 days. At the end of that time, it is hoped that 40 Mikado engines will have been turned out of Glenwood Back Shop. This will be an exceptional performance and will be well worth the efforts of all our forces.

Score another for passenger service! David Flynn recently made a trip to Washington and while there met a friend of his just about ready to make a trip to Pittsburgh on another railroad, but after a little argument on the part of Flynn, decided to give us a trial. The trial has resulted in one more satisfied customer and at least one trip via Baltimore and Ohio, Washington to Pittsburgh and return.

How about a little MAGAZINE "dope?" I suppose everyone around is familiar with that phrase, but don't forget it! That's what we're always after.

W. F. Bonner has been appointed night foreman, Tenth Street. So far, so good, W. F., but don't let them kid you.

L. F. Peeples, assistant car foreman, Tenth Street, is seriously contemplating a trip to the mountains this summer. The work at Tenth is so strenuous, don't you know? Why not try Canada or Cuba, Louie? They say both are bracing.

The charming young ladies? Oh, they are Miss Mildred Nordman, efficient file clerk, Division Accountant's Office, and Ella Blair, the Titian haired beauty from Allegheny Shop. Scene? Schenley Park. Time? Easter Sunday! Action? Looking at flowers but for bows (beaux).

Whispers just before and after the wonderful dance held by the Welfare League on April 25. Yesterday—"Are you going to the dance?" "Why, certainly and I expect to have a wonderful time." Today—"Oh, I'm so tired, I could go to sleep standing up. I danced every dance and I'm so weary, but I met the nicest fellow. Anyway, it's hay for me at 6 p. m. this date."



# Can You Answer THESE QUESTIONS?

We are sorry to record two fatal accidents which occurred at Allegheny and 36th Street, taking the lives of two of our well known employes, Frank Russ, of Allison Park, and Anthony Chambers, of Millvale. Sincere sympathy is extended to both their wives and families.

Shoemaker (sometimes Engineer) "Jim" Grace is sailing for parts unknown and gives the date of his departure as June 3. Say, "Jim," how about that good looking girl who is sailing to the "Auld Sod" with you? You may as well tell us now as when you come back.

### Wedding Thoughts

The Bride—I wonder if Charley Van Wyck really does care? He looks awfully unhappy.

The Groom—I wonder if Syvilla McIntyre really does care? She looks darned unhappy.

The Best Man—This is my twelfth wedding since the first of the year. Wonder if there is any way to get out an injunction against the thirteenth.

The Maid of Honor—I wish the next wedding was going to be my own—with that good looking best man as groom.

The Ushers—And there's no kick in sight except the one we're making.

The Bridesmaids—These short skirts make us feel like ballet dancers. Wonder if we couldn't do a little kicking after a while?

The Organist—Half of 'em don't know whether I am playing a wedding march, a cradle song or a funeral march. What's the difference anyhow?

### Monongah Division

Correspondent, C. B. BAKER

Mrs. Margaret Bowman, clerk to the agent, Shipston, was compelled to be off duty for several days this month on account of an attack of the "flu," but is now able to return to work.

A. N. Peters has been appointed division operator, vice F. E. Fuqua, deceased. Pete is well known by practically every employe on the division and is well liked by every one who knows him. If good wishes will help any he should have no trouble handling the new work. We are only sad because he will have to spend a part of his time on the Wheeling Division.

Signal Supervisor and Mrs. W. S. Laswell were honored by a visit from the stork on April 16, who presented them with a second son. Laswell, not being a smoker himself, did not feel it incumbent upon him to pass around the cigars.

Operator Ellis Wilson, Chiefton, who has been sick for several months, is now able to return to duty.

The correspondent wishes to take this occasion to thank Agent T. M. Gillum, Shipston, for the items furnished for this issue of the MAGAZINE. If a few more of the employes and Veterans would follow his example, the Monongah Division would make a great deal better showing. We stand on the missionary motto; "All contributions cheerfully accepted."

On account of the slump in business, Dispatcher "Ed." Willey finds the time hanging heavily on his hands and has gone into training for a debate with W. J. Bryan on "The Descent of Man." He is also working out a very original theory on the transference of electrical energy from the sun to the earth.

We are pleased to note the return of Carpenter Foreman "Uncle John" Lieth, who has been off for several weeks with an injured foot. "Uncle John" is seventy-

- 1- What effect does thickness of fire, holes, banks or clinkers have on the admission of air through the fire?
- 2- Why are the dampers and netting provided in the ash-pan?
- 3- How is the steam end of an air compressor lubricated?
- 4- How does the handle of the angle cock stand when open? When closed?
- 5- About how many drops are there in a pint of valve oil when fed through a lubricator?
- 6- Does increasing the piston travel or brake cylinder leakage change the power of a car brake, and if so, in what way?

**SUPPOSE** you went up for your final Engineer's Examination today and they asked you these six questions?

Could you answer them? Perhaps not. But you certainly could if you had studied with the International Correspondence Schools.

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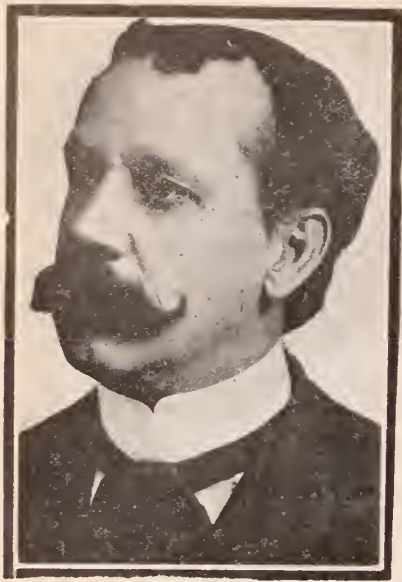
Engine crews on the Monongah Division have been making some enviable records in fuel performance. Engineer J. W. Hostler and Fireman R. Cullum handled No. 2, with engine 5107 and nine cars from Parkersburg to Grafton with a consumption of 7.7 pounds of coal per car mile, and made the return trip with No. 11 with six cars on 11.9 pounds per car mile. Engineer H. H. Hefner and Fireman L. Crane claims to have hung up the record for the G. & B. district on April 28, when they brought train No. 58 with three cars from Buck-

hamton to Grafton on 8.6 pounds per car mile. The following engineers made better than 90 per cent. in their fuel performance during the month of April: A. J. Brannon, F. Wilmoth, O. W. Hoffman, A. G. Ride-nour, W. M. Whelan, J. F. Tierney, C. R. Dotson, W. C. Eilers, H. F. Church, W. T. Eskey, W. G. Cross, E. Garvin and H. J. Meek.

Second Trick Chief Dispatcher and Mrs. Carl Theis are the proud parents of a new boy who arrive l on May 3.

Operator Ellis Wilson, Chiefton, and C. C. Mouser, Enterprise, who have been off sick, have both returned to duty.





The late Carson Newham, Monongah Division whose obituary appeared in the May issue

### Tygarts Junction, W. Va.

Correspondent, A. McCoy, operator

We are glad to note that R. E. McCutcheon has taken the matrimonial oath and settled down for a happy life. Accept our best wishes, Mr. "Bert."

E. F. Moats, Cove Run, bid in 2nd trick R. A., and is enjoying his spare time fishing. Joe is certainly some fisher, but enjoys seeing 'em jump in the frying pan much better than in the river.

### Charleston Division

Correspondent, M. W. JONES  
Secretary to Superintendent

"If you have ceased to smile, you have lost out in the game of life, no matter what your account may be."

Business on the Charleston Division during April took an upward turn. Even though coal, which represents a very large part of our business, naturally fell off to some extent, lumber and miscellaneous loading brought us up even with March. GOOD SERVICE is what does it, and with such service, there's no reason why we can't hold what we've got and get more.

It is with sadness that we record the death of the ten year old son of our friend, Conductor J. P. Reid. One Saturday not long ago, while playing with other lads of his own age, the ball they had fell into the river. In endeavoring to pick it out, young Reid fell into the West Fork, which at the time—due to heavy rains—was running high and swift, and though every effort was made to get him out, he sank and was drowned. His body was finally brought to the surface some nine days later, and he was laid to rest in the MacPelah Junction Cemetery. A large number of Railroad men and their families attended the funeral services. The sincere sympathy of every one on the division is extended to Mr. Reid in his great bereavement.

Recently one of our patrons had some important freight to ship from Richwood, W. Va. to Baltimore, for export, and made special request that an effort be made to get it to destination to catch a steamer. We put into Baltimore in four days. The following letter has just been shown to us:

RICHWOOD, W. VA.

April 22, 1922

Dear Sir—We have yours of the 21st., advising that Baltimore and Ohio 74736 arrived at destination on April 17, and 93228 on April 18. As these two cars left here the mornings of the 13th and 14th, we want to pay that it certainly is PRETTY WORK, and you are invited to have anything we possess. We would even go so far as to let you use our best FLY CASTING ROD if you would come and go fishing with us. McAdoo was DEAD WRONG to talk about the Railroads not functioning. Oh Boy—many thanks to you! Yours sincerely —"

Some letter we'll say, and SOME SERVICE too! There's more of the same kind where that came from for any one who wants it. BOOST the service.

Did you know we had a real live ACTOR in our midst? We didn't until suddenly the other day there burst upon our startled gaze the story of the grand success of Cash McOsker, chief clerk to the division accountant, in a real live play entitled "The Laughing Cure." "Mac" took the part of the leading man, his stage name being Dr. St. George Cary. Some name, some boy, some actor! "Mac" is a bashful sort, and we thought since he married he had settled down to a steady life. But, nay nay, Pauline! There he was—as large as life and twice as natural—all dressed up and mind you, no common every day part in the chorus, but a real live leading man. He was quiet about it, and did not even give any of us a chance to buy a ticket until it was all over but the applause. Well—the Division Accountant's Office has been named the Matrimonial Bureau, and every other kind of a bureau, and now it blossoms out as a real live theatrical agency. Rumor has it that Keith's manager was seen slinking in the by-ways of Weston, on the trail of a real good leading man, and we respectfully suggest to Mrs. McOsker that she "keep her eye peeled" or one of these days "hubby" may be listed with the missing. Of course our old friend Severns is proud of the success of his satellite and is basking in the reflected glory. Congratulations—no bouquets, please!

"The man who wins is the one whose head is a parking place for ideas and not a mere rendezvous for hair."

There—we did not notice until we had written it, that this is hardly the place for such a quotation. Nothing personal, "Mac" we assure you.

Our old pal, Yard Clerk W. C. Hefner, is attending the Clerk's Convention. In the meantime his garden is sadly neglected. Summer is coming, "Bill"—better hurry back. Two of our old Charleston Division standbys, Firemen E. P. Wood and H. A. Curtis, are attending the Firemen's Convention at Houston, Texas. Brakeman Fury and Safety First "Pat" Hickey are attending the Trainmen's Convention at Toronto, and Conductor Dav Curren is attending the O. R. C. Convention at St. Louis. Some stories we'll have to listen to when they come back, about what they saw in their travels. Your "inquiring Reporter" will make a special endeavor to see each one and to give you a real honest to goodness interview with them in our next. Which of them do you envy most? Bet you the vote would be strongly in favor of "Pat" and "Fury." Any objections? Ayes have it.

Fireman D. G. Stewart and his wife have been touring the eastern cities, and have returned home, after a fine time. Yard Clerk H. H. Cayton, Buckhannon, has just had his tonsils removed. We extend our

sympathy and hope for his prompt recovery. Inquiry today developed he was doing well.

We saw Brakeman R. D. Nicholson, Sutton, here a day or two ago. We also noted Engineer H. O. Bailey on his way to spend a vacation in Texas. Keep away from the border, H. O. The bull fighters might get you. We are told by a friend of ours down there that they are looking for real live engineers, or, as they call them there, "hog heads."

Weston news says "Sol" Fisher is back after a sick leave. We are glad he's better. We extend our sympathy to Engineer J. H. Stalnaker on the recent death of his small son. Brakeman C. A. Barrett, an old time member of the Freight Claim Prevention gang, has built a new house in Shady Brooke—not too far away from Schide's chicken farm. That really doesn't mean what it might be taken to indicate. But anyway—nuff said.

We heard the following dialogue the other day:

Mrs.—I'm going to Grafton this week.

Mr.—You are—like fun.

Mrs.—I have'n't been there for a week, and you know it.

Mr.—Well—who's boss around our house anyway?

Fearing to be in on the scene at the downfall of a fellow man, we faded quietly away, but next day when No. 65 left Weston we went down to see what was going on—and we found out who was boss in that house. Mrs.——was just kissing hubby goodbye, and getting on the train for Grafton.

Every day at 1.00 p. m. a touching scene is enacted on the Weston platform. *He* brings *her* down to the office, and waits until exactly 1.00 p. m. Then they have to tear themselves away. She goes upstairs to work—and dream—and he goes to work—and THINK. Some day if the soldiers' bonus bill passes—well who can tell what will happen?

Our friend in Gassaway fell down on us this month. We did not get anything from that side at all. That reminds us, won't the rest of you chip in and help? We would like very much to have more news from all over the Division. Our friends in the Charleston freight office remembered us for two months, and then apparently they got "weary of well doing" and didn't send any more. It's hard to make notes to cover the whole division, and make them snappy and interesting without a little help. Come across, girls and boys; notes and photos are thankfully received, and should reach me by the first of the month.

Gribbel says "The most successful men I have known have been those who have helped most men and women to better living and higher things. The most unsuccessful men I have known have been those who regarded wealth as the object of all endeavor. I have never known one of these, who, having succeeded in his ambition, was not a disappointed man."

The attention of all employes who are not already members, is called to our Relief Department. It's the finest thing of its kind you ever saw. This was brought home to the writer distinctly not long ago on a trip to the northern part of Pennsylvania. A fireman decided to build a home. He got it finished and moved in, then one day caught cold. He insisted on going out, caught pneumonia and died. His wife had a home. If he had'n't bought it through the Relief Department, where would she have been? There is no safer way or surer way to leave something for your loved ones than to get into the Relief Department. Try it.



Some one just handed us an old waybill "Clarksburg, Weston and Buckhannon Express," operated by the West Virginia and Pittsburgh Railroad Company," now the Charleston Division, dated March 5, 1895. "1 jug of ——— (don't dare write it in these prohibition days)—weight 10 lbs. express charges 25 cents, value C. O. D. \$1.65." Them were the good old days, weren't they? Of course nothing of the sort could possibly be shipped in West Virginia today.

"If you are on the Gloomy Linc. Get a transfer.

If you're inclined to fret and pine. Get a transfer.

Get off the track of doubt and Gloom. Get on a Sunshine train—there's lots of room.

Get a transfer."

Our Passenger Department is making a strong drive for business. The Charleston Division is doing its share to secure passengers for the Washington and other vacation tours this summer. We hope to make a showing.

Car Distributor Dixon is pretty busy these days. He's beginning to wear that worried look again. Know what that means? More orders for cars than he can fill. We hope to see those days coming again soon. Lumber business is booming, other shipments are picking up, and even at the risk of seeing those weary wrinkles in Charlie's fair brow—we'll say, Let's go!

Last Sunday, strolling with our wife and family, we met a young lady strolling also with a young man. She works for the Baltimore and Ohio in Weston, we'll not say where—and of course we stopped and were introduced to her brother. Funny, isn't it? We've known her all these years and had the impression she was the only one in the family. We've heard them called *cousins* often, but "*brothers?*" Oh, dear!

Supervisor "Mike" Harrington has just returned from Texas, where he went to attend to the winding up of the estate of his deceased brother. Forty-three years of service, isn't it "Mike?" Something to be proud of, and he's strong as ever, and still able to do a good deal better days work than you or I would—on the Gauley Line.

General Superintendent Scott, accompanied by Superintendent Trapnell, Division Engineer Brooke and other local

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officers, is making a motor car trip of inspection over the Charleston Division. We hope they will find the effects of our recent campaign for GOOD HOUSEKEEPING entirely to their liking. Sure the boys have worked hard enough to make it a success, and we believe the Division is in pretty fair shape.

"It's no disgrace to be baldheaded unless the baldness is on the inside."

Now, Mr. . . . . we didn't mean that for you, so don't feel hurt about it.

The American Legion gave a dance in Weston not long ago. Everyone was there—that is, everyone of any account, although the number did *not* include us. Major R. Brooke—formerly of France, U. S. A., and Captain E. H. Nichols, also of France, U. S. A., were there, putting there best foot forward, and it is said a good time was had by all. Of course, both these gentlemen give the impression that they are very bashful in the presence of the fair sex, but to a looker on, they did not convey this impression. Look out, boys, you may think you're safe, but our reporters and informants are everywhere.

And now—if we write much more they

will have to print a special edition for the Charleston Division notes, and we will probably call down the wrath of the editor on our old grey head—so we'll stop. Thanking you for past favors, and hoping you won't forget—you boys and girls in Gassaway, Charleston, Elkins, Buckhannon, Richwood, etc., to give us some real "dope" from your stations for our next—we remain, etc.

Did you get a copy of the new G. S. T. circular 30-C that tells you all about how to handle foreign cars? And did you read it? If not, ask for one. Save all the dollars in WASTED per diem you can, and help along the good work, and BOOST the Baltimore and Ohio with your baker, shoemaker, grocer, and all your trades people, remembering that enough packages soon make a carload.

### Wheeling Division

Correspondents, MARIE SLATTERICK and L. W. WEITZEL

Miss Angela J. Applegate, correspondent, Benwood, W. Va., was recently the victim of a deplorable accident. In some manner she caught her left hand in a door at home and the first two fingers were crushed. The fingernail of the one had to be removed entirely. We are all sorry to hear this and sincerely hope the hand is soon well again.

Miss Olive Eskey, stenographer, Division Engineer's Office, attended the Musicians' Masked Ball on April 27, at the convention Hall, and won a prize of \$2.50 in gold. She was costumed as a harem girl!! We hope there were no Sheiks around!!!!

Fight fans will be interested to hear this: On Saturday, April 22, the first annual boxing tournament was staged at the Y. M. C. A. Auditorium. There were sixty entries. In the heavyweight class was our own Norman King Harrison, formerly of Parkersburg, but now of the Division Accountant's Office. In the semi-finals he was matched against Joe Cork from Martin's Ferry and outpointed him. In fact, he had everything his way from the first. Cork was quick on his feet but was unable to land telling blows. In the finals, the big surprise of the evening was sprung and King met and vanquished Charles Springer, from Bellaire, who has the reputation of being "it," and who has been meeting opponents for over a year. This was Harrison's first appearance in the ring, and he certainly



SO FAR—AND YET SO NEAR—

Please mention our magazine when writing advertisers



showed them all up. Maybe he isn't proud of the gold medal which was presented to him at the close of the tournament by Mayor Thomas Thoner.

John R. Padden, secretary to Superintendent Gorsuch, Wheeling, took part in the Knights of Columbus Minstrel Revue given in Wheeling on May 1 and 2. John was an end-man. He is clever on his feet besides being a good singer, too. Here's just one of the jokes he pulled: John to Interlocutor: You look kinda downhearted, Mr. Stauver, what's the matter?

Interlocutor: I've a good reason to look that way John. Y'see, I've a friend who had a serious accident. He swallowed a quarter and will now have to go to the hospital for an operation.

John: Well, can't the doctors see any change in him?

## Western Lines Cincinnati Terminal Eighth Street Station

Correspondent, ALLAN R. MONTJAR

Take a peep at Trainmaster R. B. Fitzpatrick, awaiting the arrival of President Harding's train, on Thursday, April 27.

Here also are four more of our employes at Eighth Street: Trainmaster C. J. Cleary, Division Engineer C. E. Herth of the Ohio Division; A. R. Montjar, chief clerk to trainmaster, and A. E. Busard, crew dispatcher. Three cheers for Fireman Carl H. Dreiver,

St. Louis Division side of Cincinnati Terminals. Mr. Dreiver, while in charge of engine 1584 with Engineer P. Schutz, working from 7.00 a. m. until 3.00 p. m. consumed 302 scoops of coal, an average of 14 pounds to the scoop or 4,228 pounds of coal, Lump coal from the "Lucy" mines was used on this trip, which was made on February 28. The temperature averaged 30 degrees during the entire day.

## Newark Division

CORRESPONDENT, B. A. OATMAN

We are fortunate indeed to be able to present herewith a picture of a trio of prize winning fox hounds, the property of Leon P. Stanford, skilled material man, Newark, Ohio, shops. Leon thinks the world of his high bred and privately trained fox hounds, and has spent many happy hours in the hills surrounding Newark, at nights, listening to their sweet music on the chase. Mr. Stanford divides his spare time between fox chases and baseball. For years he has been manager of the Newark shop ball team in the Industrial League of Newark, Ohio. He now is rounding up talent for the season of 1922 with the expectation of capturing the silver cup. Leon will have the full support of the Newark shop employes in making the season a successful one. Bow-wow-yo! yo! yo!

We were indeed sorry to hear of the sudden death of Mrs. Chas. H. Gartner, wife of our assistant roundhouse foreman,

After a heroic fight for life, she was rushed to the hospital for an operation and died before it was completed. She leaves her husband and family and host of friends, who, with the employes of the Baltimore and Ohio shops, extend to the bereaved their heartfelt sympathy.

J. A. Johns, Division Accountant's Office, attended the National Convention of the Railway Clerks, Dallas, Texas.

William Jacobs, passenger brakeman, Herbert U. Rine, chief clerk to division engineer, and William H. Dowden, C. T. timekeeper, Division Accountant's Office, have just returned from New Orleans, La., where they attended the Tri-annual conclave of the Knights Templar. The party left Newark on April 22 and arrived at New Orleans in time for the opening of the conclave April 24. After spending four days at New Orleans with, with other tourists, proceeded to Havana, Cuba, via the Louisville and Nashville and Seaboard Air Line, thence over the Florida East Coast line. Their trip was thoroughly enjoyed.

No publicity, no rice or old shoes, no tin cans or noise, but after scanning the columns of the daily newspaper dated April 25, we found that Miss Mary Ganey, Accounting Department, had quietly left for the city of Columbus and while in the Sacred Heart Church, had been married to Mr. J. C. Donaldson, who is connected with the advertising department of the Newark Advocate, one of our daily papers. All we can do now is to say, "we wish you both many years of happiness."

The following article found its way to the Newark Division correspondent's desk, unsigned, but worthy of presentation in the MAGAZINE, for it represents the efforts made by one of our Newark Division officers to make his property a model in the way of cleanliness:

Jack Quinn, D. D. (Doctor of Dirt.)

"Cleanliness next to Godliness." If this is true, our own Jack "Pete" Quinn is a near religious man, judging from the appearance of any surroundings over which he has charge. For years "Pete" was general car foreman at Newark, and a walk through the shop yards was a pleasure, a place for everything and everything in its place. Recently Jack was made superintendent of shops at Zanesville, Ohio, and to put it mildly, it looks as if someone had rubbed Alladin's lamp and made a fairy garden out of a desert. The plant at Zanesville was inspected recently by our general officers, and when the inspection was completed, Jack was given a cigar by the "Big Boss." Boys, you can all appreciate the difference between having that part over which you have charge, inspected, and being given a cigar at the conclusion of the inspection, and being criticised, as is so often the case. What is our loss, is some one else's gain. Jack, we feel our loss but we rejoice with you in your promotion.

Marietta, Ohio

Correspondent, S. B. HENDERSON, Agent

Our deepest sympathy is extended to our car record clerk, Charles Richardson, in the loss of his wife.

Our efficient cashier, Ralph Schantz, informed us the other morning that he has his hair trained to the point that he will say "Da Da!"

Marietta's veteran baggageman, Herman Henry, is whipping his garden into shape and expects to cross the tape ahead of all the rest with his cabbage and onions. Mr. Henry met with an amusing experience. During the showing of the Hagenback



ALL AROUND EIGHTH STREET, CINCINNATI  
Upper left: Trainmaster R. B. Fitzpatrick. Upper right: Yard Engineer Carl H. Dreiver. Lower picture, left to right: Trainmaster C. J. Cleary, Division Engineer C. E. Herth (Chillicothe); Chief Clerk A. R. Montjar, Crew Dispatcher A. E. Busard





NEWARK FOLKS

1. Miss M. E. Reid, our agent at Constitution. 2. Prize-winning fox hounds, the pride of their owner, Leon P. Stanford. 3. J. C. McWilliams and his trick dog, Joe. 4. The late Engineer and Mrs. Almer B. Preston. 5. Three heavyweights of the agent's staff at Sandusky. 6. Chief Clerk McKernon and Freight House Foreman Engles, Sandusky. 7. More of our Sandusky folk—pick 'em out

Wallace circus, he was presented with a complimentary ticket along with a reserved seat check. Upon presenting them at the main entrance he endeavored to pay War Tax on same and presumed the attached check was for that purpose. After the ticket collector removed his portion of the ticket, Mr. Henry was so pleased to think that the circus was not costing him anything, that he did not notice what the check was for and hurried in and took a seat in the bleachers. He did not discover his error until the next day while talking about the circus. When he found that he had cheated himself out of a reserved seat..... Well, the remaining part of the story must be omitted.

J. P. Kerwin, our demurrage clerk, has been spending several weeks in Charleston, W. Va. We are all wondering who she is.

Rate Clerk Walter Mellor is contemplating the purchase of a car in the near future. At present he is undecided as to the make; one day it is a Ford, next a Maxwell, Dodge, etc. We trust he will decide soon for the benefit of the office force.

Sandusky, Ohio

Correspondent, Miss I. C. MARTIN

Mr. C. H. Ronehouse, father of Yard Clerk H. R. Ronehouse, passed away in March at the advanced age of 72 years. We extend our sincere sympathy to the family.

Car Foreman E. L. Hannon has been promoted to the same position at Lima, Ohio.

Mr. Hannon has been at Sandusky for about three years. During that time he made many friends, who join with us in wishing him success.

Cedar Point, the wonderful inland summer resort, opened for the season on June 10. Indications are that this will be a successful season, judging from the booking already made to date for conventions, the largest to date being The International Bible Students. In 1919 this convention had an attendance of 5000; they expect 7000 or more this year.

Here is a picture of the group of employes at Sandusky, Ohio, who are responsible for the welfare of the Baltimore and Ohio at that point. Left to right: R. E. McKee, freight and passenger agent; Chief Clerk McKernon, Cashier Weingates, Ticket Clerk and Correspondent for the MAGAZINE, Miss I. C. Martin; Operator Walsh, Recording Clerk Stoffal, Way Bill Clerk Abele.

Here are the two oldest clerks on the Newark Division: Chief Clerk McKernon (left), Freight House Foreman Engles (right). Both entered the service of the Baltimore and Ohio in 1880, and have been in the service continuously since that date.

See our "THREE HEAVY WEIGHTS" located at Sandusky, Ohio, and members of Mr. McKee's staff. They are, left to right: Abele, Weingates, and Walsh. They line up just like a foot ball team for the pass. Abele is the man who starts off with the

way bill; Weingates gathers in the cash after the bill is made, and Walsh keeps the wires hot conveying the amount to the headquarters; or in short, Abele starts the play, Weingates secures the ball, and passes it to Walsh to complete the play. The positions in this team are known to railroad employes as follows: the waybill clerk, the cashier and the operator.

Annual Picnic—Baltimore and Ohio Veterans—Western Lines

It is officially announced that the annual picnic of the Baltimore and Ohio Veterans' Association, Western Lines, will be held at Buckeye Lake, Ohio, on August 17. All Veterans and their families are cordially invited to spend the day with the Western Lines Veterans at this beautiful place, the Atlantic City of Ohio.

It is also announced that the annual picnic of the Veterans' Associations, Eastern Lines, will be held at Pittsburgh, Pa., on July 20. All Western Line Veterans are cordially invited.

After a lingering illness covering several months, Mrs. G. E. Paul, mother of Trafford B. Paul, secretary to division master mechanic, Newark, Ohio, passed away on April 26. The husband G. E. Paul, is also employed in the Car Department, Newark. We extend to the husband and son, our heartfelt sympathy.

E. L. Hannon, car foreman at Sandusky, Ohio, since February 1, 1920, has been made freight car foreman, Lima, Ohio, shops,



effective May 1. We have learned to like Eddie, who has been with us on the Newark Division since February 1, 1919. Mr. Hannon entered the service of the Baltimore and Ohio at Zanesville, Ohio, on December 26, 1898 as clerk. He has steadily worked his way up through the Car Department in various capacities, both on the Newark and New Castle Divisions, and by supervising work under way at contract shops. We are sorry that we have to part with him but we wish to convey to him our best wishes for his success in his new position.

Effective April 16, A. R. Carver is appointed division engineer, with headquarters Newark, Ohio, vice R. C. Welch, who has been assigned to other duties. We welcome Mr. Carver to the Newark Division.

To R. C. Welch, who has been with us for the past two years, we are forced to say good bye, but we extend to him the best wishes of the Newark Division Staff officers and employes, all of whom have learned to like him.

We present herewith a good likeness of Miss M. E. Reid, agent, Constitution, Ohio. No wonder the Baltimore and Ohio does a successful business at this point.

#### Alfred B. Wheeler

Born December 9, 1860.

Died March 18, 1922.

Mr. Wheeler entered the service of the Baltimore and Ohio on August 1, 1883, working at the Newark freight house. He was transferred to the Yard Office as clerk on June 1, 1886; made yard brakeman on June 14, 1898, and while employed as brakeman had the misfortune to lose one of his hands. He was then made switch tender and filled this position until September 30, 1903, when he was transferred to Freight House, Newark, Ohio. On June 9, 1904 he was transferred to Newark shop, where he became turntable operator. On May 13, 1908, he was again transferred to yard as switch tender. This position he held until a short time prior to date of his death. Mr. Wheeler leaves to mourn their loss, his wife, a brother, who is Freight Conductor, O. K. Wheeler, and one sister. We extend our sympathy to the family.

Here is a picture of J. C. Williams, third trick round house clerk, Newark, Ohio, with his trick dog. Joe knows just now to teach him tricks. Besides training dogs for circuses and stage acts, Joe finds time to play ball, and for several years past has been the reliable back stop for the Baltimore and Ohio team at Newark.

#### Almer B. Preston

A deplorable accident occurred at Krigbaum road crossing, near Philo, Ohio, on the O. & L. K. branch of the Newark Division, on April 22. Passenger Engineer Almer B. Preston lost his life by being pinned between the tender and engine when Engine 889 left the tracks and turned completely over, falling down a fifty foot embankment. The accident was due to dirt being wedged in the track between the rails by men who had been working the road. When the front trucks of Engine 889 struck the crossing, the engine was raised from the track, and all the equipment following the engine.

Mr. Preston was born on December 16, 1867 and was a member of one of West Marietta's prominent families. He entered the service of the Zanesville and Ohio River Railroad Company over thirty years ago, soon after it was built, and advanced rapidly in the service.

Engineer Preston's service record shows that he was employed as locomotive hostler, Newark, Ohio, on October 1, 1890; he was promoted to fireman on January 16, 1891,

to freight engineer on December 4, 1894, and passenger engineer on December 16, 1904. This position he held continuously from that date until his untimely death.

Newspapers at both Marietta and Zanesville, the two terminals of Engineer Preston's run, devoted a large amount of space in their columns to comments on Mr. Preston as a man who was liked by all who knew him. We also have letter from Passenger Conductor E. T. Reynolds, who for over twenty years has been in charge of passenger trains hauled by Mr. Preston. We quote parts of the letter which show how closely the two men had become attached during their long period of service together:

"We were together for over twenty years and knew each other perfectly, no trouble, but always stood for each other. He was far above the average and stood for real things. I could say many things bearing out what the newspapers have said about him. We were friends and I will miss him. He was reliable; I never has to call his attention to things during the seasons when we were endangered by washouts or land slides; he knew where to look for them."

Mr. Preston is survived by his widow, formerly Miss Laura Bauer of Marietta, a daughter, Mrs. Walter H. Gerhart of Marietta, a son, Harry Preston of Parkersburg; three brothers, Calvin and Frank of Marietta, Edward of Canton, Ohio, and one sister, Mrs. Charles Steen, of Hamilton, Ohio.

We are indeed grieved to lose such a fellow as Engineer Preston. The Newark Division employes extend to those who are left to mourn, their heartfelt sympathy.

### Akron Division

Correspondent, J. A. JACKSON

Massillon, Ohio

Correspondent, WM. E. BRUGH

On May 2, Agent L. T. Keger had an accident. While in the act of pulling away the mail truck from train 48, the truck turned over, pinning him underneath. He injured his leg, but is back on duty again, none the worse for his experience. Safety First, Leo!

Brakeman W. S. Bourkel, Lorain, who has been working out of Massillon, had a slight paralytic stroke on May 6, we hope to see you improve quickly, "Bill."



June Maxine Howell, whose daddy is yard clerk, Dover, O.

Fireman L. R. Groff has taken a temporary vacancy as crossing watchman at Main Street, Massillon. Groff ought to make a success in that line of work.

We extend our sympathy to S. Domro, laborer, Roundhouse, whose mother died on May 8 after an attack of pneumonia.

A bouncing son, Robert, arrived at the home of Trainmaster and Mrs. J. Fitzgerald, on May 1. We all extend our hearty congratulations, and wish the greatest of success to the little fellow.

Brakeman G. R. Murrey has taken a leave of absence and has accepted a position hauling ice in Massillon. George is picking a cool job for the summer.

### Dover, Ohio

Conductor R. R. Ryan, working out of Dover, was up town looking the town over, when some one said, "Hello, Squakey." Ray said if he was in China, some one would call him "Squakey."

Conductor C. "Dutch" Stang brings the tale to Dover, that Lorain was dead, as all of the railroad men were working out of Dover now.

Operator J. A. Keifer, "GI" Tower, has moved his residence to the north end of the town. "Jim" said it was cheaper to move than to pay rent.

Engineer E. J. "Shotgun" Baker has purchased a new Buick. The first time Mr. Baker drove his car was from Massillon to Dover. Before leaving Massillon, he called Yardmaster Wilcoxon on the phone and wanted him to hold everything until he arrived at 13th Street, as he would probably need all of the road from Massillon to Dover.

Conductor D. Mathews has also purchased a new auto. Davy said he likes the car all right, except the brake. He has requested the car inspector to put a hand brake on it for him.

J. M. Sellers, formerly agent at Botzum, Ohio, has accepted the position of chief clerk at Dover, Ohio.

C. L. "Shotgun" Baker, ticket clerk, Dover, is making a great many trips to Martins Ferry, Ohio. What does his mean, "Shot?" We thought you were a confirmed batchelor.

A report is current that "Cy" Beller, warehouseman, Dover, is keeping the road hot between Dover and Canton. Expect to see cigars in order very shortly.

"Davy" Davis has bought a Nash roadster. They say a young lady has controlling interest in the car as far as touring goes.

Miss Mable Intermill, abstract clerk, Dover, looks forward to each Saturday afternoon so she can take her weekly trip in her Studebaker. Lately she has become an automobile (crank).

Miss Clara Haug, bill clerk, took a business trip to Cleveland recently. There must be something attractive there, as she has made several trips. We are afraid we will lose you, Clara, so be careful and don't make a mistake after waiting so long.

Our picture is of June Maxine Howell, daughter of Yard Clerk M. O. Howell. June likes to wear her daddy's Doky cap.

### Chicago Terminal

Correspondent, T. H. WILLIAMS

Who said it was'nt hot on May 9? If you think not, ask anyone who bowled in the Railroad Bowling Tournament, held in



Chicago on that date. Well, of course, its no use submitting the scores, as everybody knows that the Engineers were on top as usual.

It is with sad regret that we announce the death of Lars Thorstensen, painter foreman, which occurred very suddenly on Tuesday May 2. Mr. Thorstensen had been in the employ of this Company for about 25 years, and was regarded as one of our most faithful employes. He made a host of friends among the employes during his relationship with this Company.

We now have added another suburbanite to our list, in the person of our assistant engineer of Construction, R. L. Faithorn, who has purchased a beautiful home in Hinsdale, one of Chicago's choicest residential suburbs.

We would like to know why John Ahlgrim is so bashful when he comes into the office, he who is such a wonderful conversationalist over the 'phone.

Well, guess Lindeman will have to do all the gardening around Mt. Hope this summer. Why? Because of the new arrival at "Ted" Shea's place, which keeps him on the move all the time. No, it's not a grand baby, its a brand new Ford, and, believe me, "Ted" loves to tickle it to see how fast it can go.

Watching Maloney's Transportation All Star Bowling Team on St. Patrick's Eve, decorated with *green bow ties*.

Maloney the Captain, sent one down the line,

The ball went for a strike—fore it hit, it went blind.

For the pins all stuck fast 'stead of their usual falling,

And Maloney's face looked as tho it missed its calli'g.

Now Henning's the star on the Transportation Team,

The boy surely has 200E some transcontinental steam.

He sent poor old "Roller" sailing straight off for Home,

But Oh, the results! Like the burning of Rome.

Old Tanck came along with his "funeral ball,"

He needs all the space of Driscoll's dance hall.

"Bill," an old timer, took his time through the game,

And when the night was over, went home diked in fame.

Hajek, as usual, was chasing wild geese,

The ball slid the alley as though it was greased.

But 'twas a rabbit's foot, good-luck ring, and green tie,

That helped the old kid make the bowling pins fly.

Stuhl, known to all, as the real strike-out kid,

His ball takes a hook as around a stove lid.

He was made anchor man for one memorable night,

And Oh, Boy! he made the ball take a good healthy bite!

The following song entitled "The Fifteenth" is very popular around our office:

"'Twas the night before pay-day, and all through my jeans,

I looked in vain, for the price of some beans. Not a quarter was stirring, not even a jit.

The eagle had vanished, gilt edges had quit. Forward, turn forward, Oh, time in thy flight!

Oh make it pay-day, just for tonight.

### Chicago Division

Correspondent, F. N. SHULTZ

After an absence of five months in Southern California, Leroy Fowler and wife have returned, Fowler resuming duty as operator at Willard, Ohio. He says Ohio and the Baltimore and Ohio are good enough for him.

Word has just been received that M. S. Seeley died in Los Angles on May 12. Mr. Seeley was an agent on our Division for many years. He resigned two years ago while agent at Republic, Ohio, and moved with his family to California.

On June 1, Wawasee was opened for the season. Business will be good this year at this popular resort. Hotel accommodations have been increased and many new and beautiful cottages have been built during the past year. We understand contract has been let to build a large hotel on the site of the Inn that was destroyed by fire in 1920. The new hotel to cost \$175,000.

M. R. Gorsuch, second trick message operator at Willard, was recently called to Florida by the death of his sister, who was south on a visit and contracted typhoid-pneumonia.

Agent C. E. Shaffer, LaPaz, Ind., is seriously ill, and has not been able to work for several months. He has been a faithful employe and his many friends are hoping that he will soon be back in the harness.

M. W. McCormick, third trick man at Milford Junction Tower, received word on May 10 of the death of his mother at Minorton, Ohio. He was relieved and immediately left for his former home.

### South Chicago

Correspondent, ESTHER J. SPREENBERG

The name of Frank Bastl, reconsigning clerk, Chicago, now appears on the "Honor Roll" and he deserves much credit. By prevailing upon consignees, in the handling of two different cars, to accept delivery at another point, he saved the Baltimore and Ohio Railroad a total of \$142.70. Mr. Bastl is highly commended for his alertness. Keep up the good work.

Mr. Rosenthal, in handling a car of radiators in the same manner, saved the Company a matter of \$19.22. This is the fourth good mark Mr. Rosenthal has opposite his name. Mr. Rosenthal, by the way, is reconsigning clerk, South Chicago. We hope to have many more such good reports from both Mr. Rosenthal and Mr. Bastl.

Edward Eckert, our messenger, made another trip to Garrett, but this time it was not as exciting as the last trip. Perhaps Edward saw more of Garrett on his second trip. Tell us all about it, "Eddie."

Another wedding to report and still more eligibles. This time it is our interchange clerk, Miss Kathryn Pease, who was married to Mr. Elmer Moore, on Wednesday, May 3. They spent their honeymoon in the East. Kathryn was presented with a beautiful electric coffee urn by the office force at South Chicago. Our congratulations and best wishes are extended to Mr. and Mrs. Moore.

### Ohio Division

Correspondent, A. E. ERICH

The prophetic event finally came to pass, Charles Conner, Division Accountants' Office, has taken the final plunge and is now a married man, starting on this all-important undertaking on Thursday, April 27.

He and his bride received quite a "send off" from his fellow employes when leaving on the honeymoon trip. Each passenger on the Pullman, in which they embarked on this journey, was furnished with a letter of introduction, requesting that they give all consideration possible to the happy pair. From all reports, this request was complied with seven-fold. Of course, there was plenty of rice; in fact, after the train left, it looked as if a late snow storm had visited the depot platform. A beautiful set of silver was presented by the office for e. We congratulate "Charlie" and sympathize with the bride.

Brakeman Harold N. Graves joined the ranks of the benedicts on April 26. He received a nice "calf-wagon" ride on the following day, in honor of the event. Congratulations!

And still another. Roy Francis, carman apprentice, has been claimed as another victim of "Cupid." Best wishes!

G. W. Seffens, clerk, Division Accountants' Office, has left the "fold" to study and later become a chiropractor and neuropathist. We wish him success.

We cannot understand why it should be necessary for a certain young lady, employed in the Division Accountant's Office, who has always been considered able to take care of herself, to have the protection of a "policeman" when trying to locate a seat at a circus. However, being a good Baltimore and Ohio employe, we presume she felt that SAFETY FIRST must be practiced all the time. But, remember, Ruth, "policemen" are not always to be depended upon.

Cooperation is the—  
Foundation of FRIGHT CLAIM PREVENTION.  
Body of SAVING FUEL.  
Soul of SAFETY FIRST.

M. A. Fox, boiler washer, is smiling over the arrival of a second son. Congratulations.

James Hull, boilermaker, and F. M. Nichols, are both proud fathers of daughters. Congratulations!

Oliver Hedgepath, we are informed, has joined the married man class. Mr. Hedgepath is a shop laborer. Good luck!

Operator Harry Boblet, D. A. Tower, is learning "bee" keeping, he being an apt pupil of Instructors "Joe" Phillips and Littlejohn.

On April 22, Lillian Flynn, stenographer, Master Mechame's Office, was left to care for her little nephew, Jack Rigney, age about three years, during the absence of his parents. Shortly after, while she was engaged with other household duties, the little shaver suddenly decided that he wanted an ice cream cone, and went out of the door



and up the street about four squares to his father, who is employed in a drug store. When Lillie discovered that the little lad was missing, she became very excited, running out on the street saying over and over again, "I have lost my baby." Pedestrians, inquiring as to what was wrong, could obtain no information other than these few words. She continued up the street, dressed in a "bungalow" apron, finally going to the police station and reporting the missing child, and then to the drug store to her brother-in-law, where lo and behold, there sat little "Jack," contentedly eating the desired ice cream cone, entirely unaware of all the excitement he was causing.

We would suggest that "Lillie", in the future, when she is to take care of her nephew, have a supply of ice cream cones, also a nurses' uniform would do much better than a "bungalow" apron, in case it should be necessary to go after him.

The informant and correspondent both have been threatened with their lives if mention of this was made through the MAGAZINE, and in order to play safe both have taken out additional accident protection insurance. If there are no notes in the next issue, the readers will know the cause.

Conductor Phillips informs that we had a busy day on May 1, having hived three swarms of bees in three hours. He also states that this was done without a sting. We will take his word for that.

We are sorry to chronicle the serious illness of Engineer C. W. Ramsey, better known as "Buck."

Operator J. B. Baker and wife enjoyed a three weeks' sojourn in Kansas City. "Bake" said he would have come back sooner, but "doggone, my wife wouldn't come back, so I stayed as long as she did."

Can you imagine the "disappointment" of A. J. Saunier when he heard the dispatcher say, "Pleasant Plain, stay in for the block on extra east, Nos. 85 and 3," knowing he wanted to go fishing? Emphasize your closing hour next time, and maybe he will take the hint better.

Brakeman Cliff Griffith can tell a true "fish story" this time. "Cliff" went to O'Bannon on May 4, and caught twenty fish, mostly suckers, weighing about twenty-five pounds in all. The grand catch was exhibited in the office at Chillicothe, therefore the "verification" of the tale.

Operator W. J. Harris, "DO" Office, has an interest in a store at Chillicothe. He says he can sell "stuff" as cheap as any others, so why not patronize him.

Ask Dispatcher J. R. Neff where he can get cheese in Chillicothe for 19 cents a pound.

Miss Margaret Townsend, operator, Harpers, has purchased the Given's Store and residence at Harpers, and is selling groceries right and left. Dispatcher Pat Moriarity says, "She is all right and sells things cheap, but she lets the butter age just a little beyond my liking."

#### Things we would like to see:

Nester—chasing a ground hog.  
"Tommy" Stephenson—hopping off No. 3 on the west end.  
Doughman—making an explanation to his best girl.

Barrett—paying his wife the \$1000.00 bet. A little better explanation on this follows:

She—Mrs. Ed. Barrett (operator).  
He—Mr. Ed. Barrett (also an operator).

#### ACT 1

She—I bet you can't drive the Ford.  
He—I bet you \$1000.00 I can.  
She—I'll bet you.

#### ACT 2

He starts the Ford and travels at a high rate of speed into a deep ditch, turning completely over.

He—!!!!!! ??????

#### ACT 3

He jacks up the wheels and the jacks fall down, machine falling on the unlucky victim.

He—Oof—  
She—Oh!

#### ACT 4

Wrecking crew called to his rescue and he is released after a few hours of extreme fright.

Considerable said in the way of explanation.

She won the bet. Did he pay it?

Curtain.

#### The Safety Agent "SEZ"

##### Go Back and Flag

The danger of a rear end collision begins at the moment a train comes to a stop on the main line. The only safe protection against this danger is to do exactly what the rule says "GO BACK AND FLAG." It doesn't say "Flag when you think it is necessary, when there are curves or when the weather is such that you do not care to expose yourself." Don't allow yourself to say, or even think, that in certain cases it is not necessary. The experience of terrible accidents show that IT IS NECESSARY. You have promised to do it and you are paid for doing it, and your own sudden death should be the only reason for not doing it. GO BACK AND FLAG AND BE SURE THAT YOU GO BACK FAR ENOUGH.

Clifford Erich, Stores Department, is the proud father of a baby boy. Both mother and child are doing nicely and "Cliff" has the smile that won't come off.

E. W. Barrett, operator, Leesburg, has purchased a new home in that "Burg." He says he is tired of boarding in a hotel. He also purchased a cook book and his wife intends to cook the meals in the future.

I am very grateful for the help I have had with the news this month, particularly to W. E. Littlejohn, who contributed such a large number of items. It is hoped that the hint will be taken and others contribute. If you cannot send an item, send a photograph.

#### St. Louis Division

Correspondent, H. F. SMITH

A. A. Knox, Ivorydale Shops, has been appointed boiler foreman at Washington Shops.

J. P. Mangin, Washington, Indiana, has appointed boiler foreman at Storrs Roundhouse.

##### Some Things We Would Like To See

"Gib" without a list of material he needs.  
"Dot" with the boiler forms all signed.

Wagenman not calling 75 to ask if his paycheck is there.

"Billie" not arguing with the ladies.  
Somebody not wanting a force statement.  
Clay Creager with his house completed.

John Frederick, "Freddie" Fitts and "Billie" Donahue in vaudeville.

A GOOD ball team.

Trainmaster Smith has excellent qualifications for a trainmaster, but as a chauffeur he is not rated so high, especially since the other night when he ran his car into the ditch while taking friends out sight seeing. F. A. Conley, M. A. McCarthy and Jerry Odom were among the injured.



High water at Beman—Above, Trainmaster Pritchell; below, sand bags for high water

The Car Department, Washington Shops, has completed 25 new caboose cars and is now making preparations for the building of fifty-eight additional caboose cars. General Car Foreman Teed is making a nice showing on his output of both freight and passenger equipment.

The two accompanying pictures show the high water looking northeast from Beman, and the large number of sand bags which were filled from the banks along right of way and placed on track in the flood area between Beman and Vincennes. Through the constant and efficient work of men stationed at this point we were able to continue operation when the entire Wabash Valley was experiencing one of the highest flood stages ever known. The imposing figure in the foreground is Trainmaster Pritchell, the "Beman Operator." Service into Beardstown on the Springfield District was crippled because of the high waters of the Illinois River, it being necessary to detour over two foreign lines in order to reach this city.

At the recent annual banquet of the Commercial Club of Flora, addresses were made by Industrial Agent G. W. Arnold and Assistant General Freight Agent Galleher. These were well received and were favorably commented upon.

#### We Saw This "THE STENOG'S VACATION"

(Sung by her Boss to the Tune of "My Bonnie Lies Over the Ocean")

My tYpust is oi hor vacation,  
My trpist's awau fpr a week,  
My trpudt us in hwr vacarion,  
Wgile thse damu kewps pply hudge and seek.

#### CJORAS

Oy, breng boxk, bting bzek,  
Brung becj mu bOnnie ti my, tp mr;  
(Contd)  
B)ng bSxj, b6ng, bicx,  
Phing bozk in<sup>ce</sup> beinino-o mx; CH Helk?

One of our employes was mentioned in the Safety Flashes for the month of April. Let's keep our names out of this publication. The Charleston Division says "THINK ABOUT IT." Thinking twice about it wouldn't be such a bad idea.

With the additional passenger service now in effect, local Passenger Conductors McEvilly and Badollet bid in Trains 3 and 12, Conductor Ingraham, from No. 29 and 30, also bidding in Trains 3 and 12. Freight Conductors Thompson, Evans, and Swartz have risen from the ranks and are handling Trains 61 and 62 and Trains 67 and 68.



Promotions seem to be in the air and Brake-men S. A. Reed, E. A. Rahn, "Jim" Hart and Earl Milligan have been made full fledged conductors on the Illinois Sub-Division.

#### Accounting Department

Our first spring wedding took place on April 27, when Miss Josephine White of Seymour became the wife of Motive Power Accountant L. F. Isenogle. Mr. and Mrs. Isenogle went to Dallas, Texas to attend the Clerk's Convention, to which Mr. Isenogle was a delegate. After a four weeks' visit in the South, they will be at home to their friends in Washington, Indiana.

Fuel Clerk Earl Harrington is back on the job after undergoing an operation at Cincinnati. We missed him while he was gone and we are glad to see him back in his usual place.

Earl Dykins is filling the vacancy created by the attendance of Carl Bier at the convention in Dallas, Texas.

Quite a number of changes have been made in the personnel in the last week or two. John T. Connolley was with us for a short while on the messenger job, later as general clerk, but has now accepted a position with a local bank. "Tom" Kell is now performing the duties on the messenger job, with Arthur Phillips on the Income Tax position. Earl Dykins is to be granted a leave of absence shortly. He will be missed and we trust his health will permit his early return. "Dick" McCrisaken is on the job after a week's absence account sickness. Inspector of Accounts Bassett is back from a month's visit (?) in Baltimore. We'll get the force all straightened out about next December. Bert Ulm is wearing one of those "smiles that won't come off" well he is Daddy now—why should'nt he? Congratulations, "Yum!"

Saw Jess coming down the aisle one day and one of those wastebaskets flew up and hit him. Steps should be taken to see that they are muzzled. They are dangerous to the peace of the community.

Our idea of a wonderful surprise: To have someone send us a few notes.

#### Toledo Division

Correspondent, EDWARD M. MANNIX

#### East Dayton, Ohio

Announcement extraordinary! Mr. and Mrs. Normaley arrive in the United States after a prolonged visit somewhere. Such is the joyful news flashed to us by the Optimistic Club of America!

June is now with us and with it one of the most humane campaigns ever undertaken by the combined railroads of the United States, that of education for elimination of accidents at railroad crossings. Toledo Division is charged with its share of education in this matter. Every employe will be called upon, and we can give our Superintendent, R. B. Mann, the assurance that not one will be found wanting.

East Dayton again has "No-Accidents" to report. This is the proud record of our shops and roundhouse. Education pays big dividends in Safety stock, and every employe is a stock holder.

Hear about Frank G. Sehart, our Roundhouse Foreman? Yes, a New Maxwell. O, boys, and a beauty! Frank has a smile a mile long now when he comes rolling around the corners. Up to date all telegraph poles and water plugs are still standing.

Our road foremen of engines, M. P. Hoban, W. B. Kilgore and O. R. Stevens,

have been congratulated by Superintendent R. B. Mann, not only for the efficient manner in which our increased business is being handled, but for the record for fuel saving established by them, which sets a new mark and places the Toledo and Wellston Divisions in the lead over our entire system.

Nice work, fellows. Teamwork counts!

Harry C. Bullion, engineer, Wellston Division, and Thomas Conway, air inspector helper, recently got into a heated controversy over the relative merits of different pumps. As Bullion was leaving on his engine, Conway shouted, "I guess you're the guy that put the Bull in Bullion." "If I did, you must be the Guy, that put the Con in Conway," was the reply. And so it goes.

Are you reading Engineer Harry C. Franks' letters to his Brother John! Look them over carefully, they are the real stuff. More demands for MAGAZINES than we can furnish, so will have to ask our editor for a larger allotment at our point.

The Toledo Division established a car moving record that was never known in the history of this division before when we moved seven thousand one hundred and fifty-six loaded cars in one day, with no delays, no accidents, no failures of any kind whatever. I tell you boys, this is some Division, and we are all proud of it.

Again we have had the pleasure of a visit from our executive officers from Cincinnati, Messrs. Mitchell, Malthaner and Galloway, and again they leave with the same impression of East Dayton, living up to her reputation of excellence and proficiency, where one works for all, and all for one.

#### Division Accountant's Office

Correspondent, G. M. McBRIDE

The Toledo Division is breaking all past records on business. For instance, on May 6 a record of 113 trains was recorded—4006 loads and 1350 empties, a total of 7156 cars. Engines are being worked to their full capacity and more forces are being employed daily everywhere along the line to take care of this increased business. Toledo dock is dumping cars at the rate of one every one and one-half minutes.

This only means that each one will have to apply himself or herself just a little more to business. The old adage, "An idle brain is the devil's workshop," does not apply to the Toledo Division. This is a good indication that we are thinking business, talking business and acting businesslike.

Louis Roehm has been assigned to the position of stenographer to the chief clerk of the Dayton and Union Railroad. While we regret to lose so valued an employe, yet our good wishes follow him to his new position.

"Joe" Brown has accepted the position recently vacated by Mr. Roehm. We welcome him to our midst.

Cyclones seem to be playing havoc at Cridersville. Latest reports are that one family—man, wife and one year old infant—was picked up and carried across the country but not killed. All of the buildings were destroyed. Five houses in all were completely torn to pieces. The cyclone started two and one half miles west of the town and extended two miles northeast.

Miss Gertrude Hutzel, Division Accounting Office, and Miss Margaret O'Connor, Superintendent's Office, will soon leave on their vacations. Rumor says they are headed for "Cuba." Gertrude says it will be no use to trail her with tin cans or jugs as



### The Vose Grand

has the incomparable *Tone*—the one quality above all others which makes a real piano. The exquisite tone of the Vose Grand distinguishes it from all other pianos.

#### We Challenge Comparisons

Write for our beautifully illustrated catalog and floor pattern of the Vose Grand, also our easy payment plan.

VOSE & SONS PIANO CO.  
165 Boylston St. Boston, Mass.

## VOSE

she cannot be bothered with Customs officers.

There has recently been organized a physical class. Mary Myers is the prospective student. Mary can almost bend over and touch the floor—and "pep"! She's got it in both arms—learning rapidly. Perhaps she may be a pugilist some day, who knows?

Gertrude Hutzel has found a new way to avoid being bothered when busy. Gertrude says if you are busy and do not want to be bothered with people standing around talking to you, just give them something to eat and they will leave at once. It works—she tried it.

WANTED—Any old newspapers you may have. Can use them to good advantage on my chair.

—Vern Priser.

Eugene McKenna, material clerk, was instrumental in securing a shipment of two carloads of cattle from Sidney, Ohio, to Youngstown, Ohio, on April 17, via the Baltimore and Ohio, exclusively. Mr. C. M. Smith, the shipper, had been using a competitive line, but after his conversation with Mr. McKenna, he was convinced he could save considerable money by merely driving his cattle a few miles further to our line at Sidney, Ohio. The shipment was routed Baltimore and Ohio to P. & L. E. at New Castle, Pa., to Pulaski, Pa., which routing entitled the shipper to Pittsburgh rate which was considered less than he had been paying foreign lines previously. Mr. McKenna is highly commended for the interest and loyalty which he displayed.

He also holds the distinction of being in possession of a commendable letter from Mr. Heiland, our esteemed district passenger agent, for advance information which later resulted in our Company securing a party of 75 last July to Winona Lake, representing the Westminster Choir, of which Miss Clayton, another material clerk is a member.





Good Morning, Evelyn Jean Beringer!

We are anxiously waiting to learn which of the two material clerks will receive the honor of securing this party this year. No doubt other clerks in the Division Accounting Office will use their efforts in behalf of the Baltimore and Ohio. We would like to mention this in the columns of the MAGAZINE.

The accompanying picture is of Evelyn Jean, the daughter of Ed. Beringer, Maintenance of Way Bureau.

With the approach of warmer weather the noon day ball games have also made their appearance. The boys of the office evidently enjoy themselves immensely and claim the exercise is indispensable. Mr. Hartman, our fuel clerk, believes that a tailor could be used to more advantage than an umpire. For further particulars, refer to Hartman, Kinninger and Harker.

The saddest word of tongue or pen—"Eddy Snyder's late again."

We are told that Harold This recently acted as best man at a wedding but that he is inefficient as best man. He forgot to kiss the bride.

"How far is it around the world?"

In girlish innocence asked she.

"Oh! Let us measure it, my dear"

Her lover made reply, "and see."

And when he placed his strong right arm

Around her waist so small and trim,

He found it was not very far

For she was all the world to him.

—V. E. Priser.

We presume, of course, that the young lady mentioned is now Mr. Priser's wife.

Now that vacation period is here, we miss some familiar face almost every day. We are glad to note, however, that their smiles are just a bit brighter upon their return and there prevails that feeling that they are glad to get back in the Baltimore and Ohio circle.

#### Lima

CORRESPONDENT, R. A. GARRIGUS

Welcome! Sandusky's loss is Lima's gain.

On May 1, Car Foreman E. L. Hannon, Sandusky, Ohio, was appointed car foreman at Lima, vice W. E. Baker, assigned to other duties. Mr. Hannon has been a member of the Baltimore and Ohio family for 21 years. Welcome, Mr. Hannon, let's make 'em all look up to Lima, now.

A careless man is like a Bolshevik—he doesn't know any better. YOU SHOW HIM!

Clarence Ream, material distributor, is the proud father of a nine pound baby girl. Congratulations, Clarence!

Insurance can never pay for a lost arm or leg. DON'T TRY IT.

Mrs. Otto Walburg, president of the Ladies' Auxiliary of the Veterans' Association, attended the convention of the Auxiliary of the B. of R. T. at Toronto, Canada.

The careful man is an asset to the Company.

James Price, car repairer, who has been off duty for several weeks account of injuries, is back on the job again.

Read your Safety rules book today. It'll be worth while.

C. H. Garing and C. T. Robinson, Chicago Division, were visitors during the month. Incidentally, after seeing the amount of business being handled by the Toledo Division, Mr. Robinson was forced to admit that the Chicago Division is only a branch of ours. By the way, Mr. Robinson, did you ever get that box of El Versos?

Have you read Safety rules 56 and 68? DO IT TODAY!

At a recent meeting of the Toledo Division Auxiliary of the Veterans' Association, the name of the Auxiliary was changed to the "Lehey Division," in honor of Patrick Lehey, pensioned veteran car repairman.

#### North Lima Yards

By A. SWITCHMAN

Come boys, let me speak a few words,  
Just a little poem about North Lima  
Yards.

Right here I'll tell you it will be all true,  
So stamp your approval when I get  
through.

The yard is made up from all walks of life,  
Some men are single and some have a wife,  
Some men are talky, always hunting for  
news,

While others are quiet and pose in recluse.

Now I want to keep straight from the start  
to the end.

Who'll be the first to come under my pen?  
Now I have one in mind who is ever worthy  
It's the general yardmaster, Mr. Jim  
Murphy.

Now just a word with his kind permission,  
He is not surpassed on the whole division.  
The first to start and the last to stop,  
With his two able helpers, Jennings and  
Copp.

Now boys, watch me closely, I don't want  
to get wrong,  
But there's not a conductor who can beat  
old Grant Long.

Swift as a deer, he climbs cars like a spider,  
Keeping one eye on Saunders, the other  
on Snyder.

John Sweeney comes next upon our big list,  
With a goodly crew I think he is blessed.  
He's never afraid to go any where,  
For he always depends on Rube's hot air.

There's a host of conductors, that you all  
know,  
There's Shelly, Weaver, Stratton and  
Show,  
Blackstein and Conway, they all do just fine.  
While Dempster and Woods are always  
in line.

Now there are other trainmen who can take  
the runs,  
Clymer and Meeks, and also George  
Ponds.

They are all clever, we admit it is true,  
But this is the trouble—they know it, too.

Now the car inspectors stand out alone,  
Their master of ceremonies is Carrey  
Doan.  
No wheel gets by them when it is flattened,  
I can prove this by Windy, Stinebaugh  
and Patton.

The operators also we must not go past,  
The men who perform the most difficult  
tasks.

For the key is no place for a fake or a fluke  
And we'll stake our lives on our noble  
"Duke."

But the clerks, Oh! how I wish we could  
skip,  
They're always in trouble from the nose  
to the hip.

They put a car in a drag as slow as could be  
When the bill plainly showed it to be a  
Q. D.

Of course they're condemned though they  
try to make good.

Once in Train 94 they put a car of scrap  
wood.

And then to get right and make up with their  
bosses,

In a ninety car drag, they put a car of race  
horses.

#### What Made Her Go

While crossing the English Channel from  
St. Malo to Southampton I met an English-  
man from near Essex. The following is a  
portion of our conversation:

Essex: "Beautiful boat I say. Wondah  
what makes (h)'er go."

Yours Truly: "Screws, Sir."

Essex: "Aw, really?" (and after a  
pause) "Aw, I say—that cawnt be. You'r  
spooing. It's the screws that (h)'olds  
(h)'er togawther. They cawnt make (h)'er  
go."

G. K. Seiber.

Customer: "Have you frog legs?"  
Waitress: "No, I ain't, smarty. Me  
short skirt makes 'em look thata way"  
—Axident Ax



Left to right: L. E. Barrett, shop clerk; W. Wendler, assistant passenger shop foreman; H. W. Chew, passenger car foreman; R. A. Garrigus, Magazine correspondent



## Pensioners' Roll of Honor

(Continued from page 25)

### Simon Nicholson

Simon Nicholson was born on October 16, 1852 at Upper Turkeyfoot, Pennsylvania. Here he attended school up until the age of seventeen, when he left and went to work on his father's farm. He entered the service of the Baltimore and Ohio Railroad Company in 1868 and helped to build the road from Pinkerton to Casselman. From there he went to Brooks Tunnel and helped in the building of this tunnel. While this work was under construction, trains went over the top of the hill. The old grade is plainly discernible to-day and is quite a curiosity. Next, Mr. Nicholson was engaged in helping to build the present Berlin Branch. On the first day of March, 1872 he started to work on the section at Casselman, where he remained for five years. He then was transferred to the section at Pinkerton; on March 1, 1881 he was made foreman of the section at that point, where he remained until he was transferred to Meyersdale in 1882, as section foreman. In the latter part of 1883 he was transferred to the Berlin Branch as foreman. Here he faithfully served the Railroad Company until he was pensioned, on March 1, 1922.

Mr. and Mrs. Nicholson have raised a large family of sons and daughters, some of the sons being employed in positions of trust and responsibility with the Railroad. Mr. and Mrs. Nicholson reside in a comfortable home at Berlin. Here they are extremely happy in their declining years in the consciousness of a long and well spent life in the society of their friends, children and grand-children.

## Homer H. Bryan

Homer H. Bryan was born on November 23, 1855 at South Marion County, Indiana. His parents were John S. and Harriett Bryan. At the age of seven Mr. Bryan, with his parents, went to Xenia, Illinois, where he attended county school until he was eighteen years of age. He then worked in a woolen mill for some years and, at about the age of 23 entered a flour mill in Xenia. In January 1883 he obtained employment with the O. & M. R. R. as brakeman. He was promoted to conductor in 1886. In this position he remained until he was pensioned, this year.

In 1879 Mr. Bryan married Miss Rachael A. Friend. To this union there were born two children, Dr. C. S. Bryan of Vincennes, Indiana, and Fred E. Bryan of Chicago, Ill.

## New Shipping Platform at Wilmington

**F**REIGHT Agent A. D. White, Wilmington, Delaware, has asked us to call to the attention of our employes the fact that the Railroad has just completed in our Shipley Street Yard there, a platform which will take care of shipments to be loaded or unloaded in end door or side door, or on flat cars, and will greatly facilitate the handling of large commodities, especially automobiles.

Here is a golden opportunity for our employes in and around Wilmington, but especially in the city itself, to let their shipper friends know of the additional service offered by our Company, and thus to attract additional business to our lines.

## J. J. Groeninger Honored by A. M. R. Employes on Completion of Fifty Years Service

By Roland Stehl

Clerk, Revision Bureau

**O**N the afternoon of Thursday, May 18, an air of secrecy pervaded the whole sixth floor of the Annex Offices, where the Revision Bureau of the Auditor Merchandise Receipts Department has its headquarters. Outwardly everything appeared to be normal; typewriters were bang-banging all around us, clerks were busily bending over their desks, and the only commotion noticeable was in the Comptometer Group, from whence a burst of illy-repressed murmurings and gigglings would break forth ever and anon, causing the rest of us to ponder over the old question of "Why the hub-hub?"

The tension became greater and greater as the afternoon wore on until we were almost at the breaking point of asking questions. Then someone couldn't hold the secret any longer, and we learned that the day marked the fiftieth anniversary of service with the Baltimore and Ohio R. R. for J. J. Groeninger, head clerk. A celebration had been planned secretly and our comptometer operators were much excited over the prospect of being in charge of the culinary arrangements. From then on we watched

and awaited developments—not silently, I'm afraid, because everyone had suddenly lost all interest in everything but the big surprise.

The object of all this mirth and excitement was working at his desk as usual, totally unaware of the looks, giggles, and whisperings going on around him. At about four-thirty, Assistant Auditor H. S. Mac-cubbin sent for Mr. Groeninger and chatted with him until quarter of five, when he was spirited away to the seventh floor at the call of Assistant Auditor N. F. Davis. At that time things began to happen. The elevator doors flew open and in walked Comptroller J. J. Ekin, Assistant Comptrollers J. P. O'Malley, W. D. Owens, and F. A. Devereil. A minute or so later came Mr. Wood of the Welfare Department, C. W. "Charlie" Pledge, agent at Claremont, Md., L. A. Lambert, auditor Coal and Coke Receipts W. B. Dudderar, assistant auditor Coal and Coke Receipts, C. H. Pouhairat, Auditor, Passenger Receipts, L. M. Grice, assistant auditor, Passenger Receipts, J. L. Hayes, division freight agent and several of Mr. Groeninger's associates of the Traffic De-

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**30 days FREE TRIAL**

You can own the 21 jewel Illinois—the Famous Bunn Special Railroad Watch—without effort or red tape. Don't send a cent in advance. This Master Railroad Watch is guaranteed to pass rigid inspection on every road. Adjusted to 6 positions, extreme heat, cold and isochronism—21 jewel movement, Monomery or Arabic Dial in a durable and handsome 20-year gold filled case.

## 30 Days Free Trial

**MILLION DOLLAR BARGAIN BOOK FREE**

Send your name and address today for our big million dollar bargain book showing thousands of unusual bargains. Send for your free copy today to Dept. 401-A



The Bunn Special comes to you, express prepaid. Only if pleased, only if you recognize it as the best Railroad Watch on the market, do you send \$5.75 as first payment. Wear the watch. If after 30 days trial you decide to return it, we will refund your deposit. Only if you buy, send \$5.75 monthly until the cash price of \$7.50 is paid.

## SEND NO MONEY

Just write, "Send me the Bunn Special." No expense or obligation to you. Only if you are convinced it is dependable in every way—1 is the Master Railroad Watch, do you send \$5.75 monthly—at the rate of a few pennies a day. Order today—NOW.

**J. M. LYON & CO.**  
2-4 Maiden Lane New York

partment. These gentlemen gathered in Mr. Rittenhouse's private office, and after divesting themselves of their rain-soaked outer garments, chatted for a few minutes while Mr. Groeninger was sent for. To say that he was astonished upon seeing them would be putting it a trifle too mildly. He was literally smiles all over.

Then began the triumphal march to the chief clerk's platform while about one hundred of Mr. Groeninger's fellow employes seated themselves or stood nearby and waited for the festivities to commence.

Mr. Byrd, chief clerk of the Revision Bureau, arose and announced that in view of the fact that this was the fiftieth anniversary of Mr. Groeninger's service, it had been



thought fitting and proper that some recognition should be made of the event, and to that end a committee had been formed which had arranged a demonstration in his honor. After extending to him his personal congratulations, Mr. Byrd introduced W. E. Rittenhouse, auditor of Merchandise Receipts as the chairman of the committee.

Mr. O'Malley and a few others then delivered short speeches and congratulated Mr. Groeninger on the completion of his half century of service. The chairman next introduced Mr. Wood, who, after a beautiful talk, presented the already happy man with a gold watch and chain on behalf of the employes of the A. M. R. Department as a token of their high esteem.

In addition to this, Mr. Rittenhouse presented him with fifty dollars in gold from the Management. Then Mr. Groeninger, with a little tremor in his voice, and a suggestion of tears in his eyes, after a few preliminary remarks about his length of service, thanked all in the nicest way and returned to his place of honor to gaze first at one gift and then the other. Happy? That doesn't express it! There was one tremendous smile all over his face from ear to ear. It

fuls, and with Mr. Groeninger's beaming smile upon you, we'll leave you to dream in peace about Chicken Salad, and, Oh Yes! I nearly forgot—Ice Cream!

Just a word about Mr. Groeninger's record. Entering the service of the Baltimore and Ohio at Locust Point, Md., May 18, 1872 as warehouseman, he was transferred on July 3 of the same year to Chases' Wharf, Md., in the same capacity. Then he was promoted to various positions as lading clerk, billing clerk, and chief clerk. This covered a period of twenty-three years, and in September, 1899 he was transferred to the old Baltimore and Ohio Building as rate clerk. In this office his ability soon won him promotion to the position of chief clerk. Afterward, he served as soliciting and traveling freight agent up until the time of this country's entrance into the World War, when he was transferred to the Department of Auditor Merchandise Receipts.

Mr. Groeninger, with all the sincerity of our hearts, we wish for you, Happiness, Good Health, and Prosperity, and may there be many more years in which we may enjoy your wonderfully kind and gentlemanly association.

## Honor Roll

(Continued from page 36)

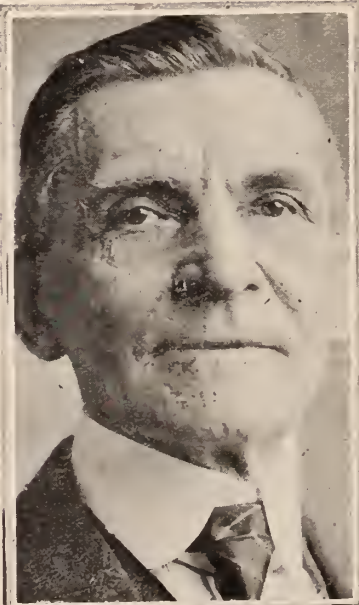
this train had dragged through the switch and forced the point open one and one half inches. Galvin got the chain out and spiked the switch. This chain evidently formed a direct circuit as this open switch point did not cause northward signal to go "Stop."

## In the Realm of the Riddle

(Continued from page 19)

We are short on verse puzzles. Get busy, you poets, and send us some beheadments, curtailments, deletions, charades and puzzles of that kind.

In order to give the solvers a fair opportunity, the answers to all puzzles will be published in the MAGAZINE for the third following month. For instance: The April answers will be published in the July issue, the May puzzles in the August issue and so on. This will allow solvers about forty-five days to work out the answers and get them in.



J. J. Groeninger and his railroad friends who honored him on his fifty years of service

was not necessary to say more. We understood, and were glad.

During all of this time we had paid not the slightest attention to the Comptometer Group, but as we turned away from the platform, Lo! and Behold! there was a table spread before us whereon rested heaping portions of that prince of gustatorial delights, Chicken Salad—and Rolls—and Cake—'N'ev'rything. But, "horrors of prohibition"! between us and the "eats" loomed the grim figure of a photographer. We were herded together just three desks away from the crowning event of the evening, while "Jimmie" Varina took lessons in holding burning matches for the camera's benefit. Of course, "Bill" Hutton had to make sure that he would be included, so he sat on top of a case where the lens was fully exposed to the peril of his face. "BOOM" said the flash, and "OH" screamed the girls as the smoke played hide and seek among the rafters.

Just then George Slack piped up with "Do We Eat?" In answer to which Mr. Groeninger was placed at the head of the table with the officials on each side. There was happy, jolly chattering, between mouth-


## Emma's Little Chickens

(Continued from page 31)

hens laid nice eggs all the winter. In the spring they stopped laying and went to sitting, all six of them. But Emma did not know until her father told her that hens must sit on the eggs for three weeks before they hatch.

When the little peeps came out Emma tended them as she had to her father's. When these grew to be big hens they laid so many eggs that Emma did not know what to do with them. She sold many of them to the stores and to some of her neighbors and gave a lot of them to her father and mother to sell along with their eggs. She also gave them the money that she received for her eggs, and her parents gave her all the spending money that she needed. She raised chickens for many years and they all lived happily ever after.





# Trains That Pass in The Night

By Robert L. Heiser

Down among the lowlands damp and out across the plain,  
Belching smoke and cinders, comes the rushing railroad train;  
Loaded down with quick dispatch—some fifty cars or more—  
See the red heat flashing from the open fire box door!  
Clattering over bridges, across rivers, streams and rills—  
Hear the whistle screaming and the echo in the hills!  
Crossing bells a'clanging in the lonesome village lane,  
Warning folks afar and near, "here comes the railroad train!"

Telegraph a'clicking as the signals change to clear,  
Hear the steely clatter as the train is drawing near!  
Crossing gates are lowered by the watchman in his tower—  
Ah, she's leaning in the curve, her brake shoes flashing fire!  
Pounding through the switches, rushing through the night,  
Markers gleam on cabin till they whisk 'em out of sight.  
Head man leaning out the cab to watch the high wheels roll,  
The engineer his orders scans—the fireman feeds her coal.

Hauling ores and metals to the far off city mills,  
Skirting rims of rivers on its way around the hills,  
Carrying tools to toilers and moving farmers' grain—  
Many fortunes wait upon the coming of the train.  
And many a baby lisps a prayer as mother sets the light,  
Where Daddy dear will see it as his train glides through the night.  
Go sing your songs of cruising round on ships across the sea—  
The job of handling quick dispatch is sport enough for me.



# Do You Want \$200 a Week?

The Amazing Story of Carl Rowe who rose from an  
Income of \$50.00 a Week to \$1,000 a Month

## These Men Are Making Big Money

Here are just three of the Comer Representatives who are making large profits and making them easily. They find that they can take an hour or so of spare time any day and make plenty of extra money. Or they can devote all their time to Comer work and make large and steady income. Read their records and hear what they have to say regarding the Comer Way of making big money.



Carl P. King, of Kentucky, a machinist, says: "Since I received my outfit the time I've spent calling on customers has paid me \$3.00 an hour profit."



F. E. Wright, South Carolina, railroad man, finds the Comer Agency a great profit maker. \$256.56 for one month's leisure hours' effort.



J. J. Maher, of Maine, finds the Comer Business a sure way to steady and large profits. He averages \$250 to \$350 a month and frequently goes over the \$500 mark.

\*\*\*

You can make profits like these just as easily as King, Wright and Maher. You don't need experience or previous training to start. The Comer Way shows you how to make big money from the first day, and how to keep right on making it.

My name is Rowe—Carl Rowe. I live in a small city in New York State.

I am going to tell you an amazing story about myself. It may seem too strange to believe, but you can easily verify everything I have to say.

Two years ago I was a baker. I was struggling along, trying to make the money in my pay envelope meet the increasing expenses of our family. There was no prospect for the future.

Today, just two years later, I am a successful business man. I have plenty of money for all the things we need and want. Last month I made \$876 during my spare time, and was able to put \$200 a week in my savings account.

I am going to tell you how it happened.

Please remember that two years ago I had no surplus cash. I was in the same fix as nine out of ten other men. Expenses were constantly mounting and my salary, although it had increased, could not keep pace with the cost of living. My wife had to do without things that I knew she ought to have. We wanted an automobile, but we couldn't afford it. We wanted to buy our home, but we couldn't afford that.

It made me desperate to think of what might happen if I became sick or lost my job. I worried about it, and so did my wife. We were living from hand to mouth, and we didn't know what calamity and hardships might be lurking just around the corner.

And yet—today—I own our nine-room house. I have an automobile. I have money for books, the theatre, or any other pleasures that I may want. I have the cash today to educate my son and send him through college.

Here is how it happened. One day in glancing through a magazine I read an advertisement. The advertisement said that any man could make from a hundred to three hundred dollars a month during his spare time.

I didn't believe it. I knew that I had worked hard eight hours a day for \$50.00 a week, and I figured that no man could make that much during a couple of hours a day spare time.

But as I read that ad I found that it pointed to men who had made that much and more. In the last paragraph the advertiser offered to send a book without cost. I still doubted. But I thought it was worth a two-cent stamp, so I tore out the coupon and put it in my pocket and next day on my way home from work I mailed it.

When I look back to that day and realize how close I came to passing up that ad, it sends cold chills down my spine. If the book had cost me a thousand dollars instead of a two-cent stamp, it would have still been cheap. All that I have today—an automobile, my home, an established business, a contented family—

all these are due to the things I learned by reading that little eight-page booklet.

There is no secret to my success, I have succeeded beyond any dream I may have had three years ago, and I consider myself an average man. I believe that I would be criminally selfish if I did not tell other people how I made my success.

All the work I have done has been pleasant and easy, and withal, amazingly simple. I am the representative in this territory for a raincoat manufacturer. The booklet that I read was one issued by that company. It tells any man or woman just what it told me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.

The Comer Manufacturing Company are one of the largest manufacturers of high-grade raincoats on the market; but they do not sell through stores. They sell their coats through local representatives. The local representative does not have to buy a stock. All he does is to take orders for Comer raincoats and he gets his profit the same day the order is taken. Fully half my customers come to my house to give me their orders.

My business is growing bigger every month. I don't know how great it will grow, but there are very few business men in this city whose net profit is greater than mine, and I can see only unlimited opportunity in the future.



## A Special Offer To Railroad Men

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to this same proposition in your territory, write at once to The Comer Manufacturing Company, Dayton, Ohio. This is their special offer. They will send you, without any preliminary correspondence or red tape, a complete selling outfit with full instructions, samples, style book, order book and everything you need to get started. Sign and mail the coupon now and in less than a week you can be making more money than you ever believed possible.

## Mail This Coupon At Once

THE COMER MFG. CO.,  
Dept. X-61, Dayton, Ohio.

I am ready to start as a Comer Representative if you can show me how I can make from \$50.00 to \$200 a week. Please send me, without any expense or obligation to me, complete outfit and instructions.

Name.....

Address.....

.....

Please mention our magazine when writing advertisers



# Baltimore and Ohio Magazine

July  
1922







## See It First—No Money Down

Our determination to this year double our sales of the world famous

**Santa Fe Special**  
and  
**Bunn Special Watches**  
prompts this matchless offer.

While other watch dealers are raising their prices, asking you for larger monthly payments, and making payment terms harder for you to meet, we are offering you our new model Santa Fe Special, no advance in price, no money down, easier terms and smaller monthly payments. WE realize the war is over and in order to double our business we MUST give you pre-war inducements, better prices, easier terms and smaller payments.

Without one penny of advance payment let us place in your hands to see, to examine, to inspect, to admire, to approve, a real masterpiece in watch creation.

A watch which passes the most rigid inspection and measures up to the exacting requirements of the great Santa Fe Railway System, and other great American trunk lines.

### Page Twelve of Our Watch Book Is of Special Interest to You!

Ask for our Watch Book free—then select the Watch you would like to see, either the famous Santa Fe Special or the 6 position Bunn Special, and let us explain our easy payment plan and send the watch express prepaid for you to examine. No money down.

**Remember---** No money down—easy payments buy a master timepiece—a 21 Jewel guaranteed for a lifetime at about half the price you pay for a similar watch of other makes. No money down—a wonderful offer.

SANTA FE WATCH CO.,  
825 Thomas Bldg., Topeka, Kans.

Please send prepaid and without obligation your Watch Book free, explaining your "No Money Down" Offer on the Santa Fe Special Watch.

Name .....

Address .....

State .....

## Santa Fe Watch Co.

825 Thomas Building,  
TOPEKA, KANS.



# Can a Ticket Clerk Swing Big Freight Business to the Baltimore and Ohio? —Boy, Page Mr. A. W. Gienke of Cleveland, Ohio!

*"I was so impressed with the way this man took care of me that I cannot help writing you about it."*

*"You may also be interested in knowing that the next day I routed 30,000 pounds of freight over your road, and hereafter will see that you folks get all the business I can swing your way."*

This letter tells the whole story—

## THE ALLBRIGHT-NELL CO.

MANUFACTURERS OF

### PACKING HOUSE MACHINERY

OFFICE AND WORKS:

5323 SO. WESTERN BLVD.

CHICAGO, ILL., U. S. A., May 8, 1922.

Mr. J. G. Strickenburg  
Division Passenger Agent  
809 Park Building  
Cleveland, Ohio

Dear Sir:

I wish to call your attention to the fact that you have in your employ a man who surely deserves much consideration from the heads of his department. On Tuesday, May 2, I was called by wire suddenly to Baltimore, Md. I called up your station agent, a Mr. A. W. Gienke, and asked him if he would reserve a lower berth for me on the 7.45 train. He was very polite and said he would be glad to hold the berth until fifteen minutes before train time for me. I arrived about twenty minutes before train time and he had the berth and ticket all ready so I was not delayed.

I so seldom get any courtesy from the agents of any railroad these days that I want to let you know that you have at least one man who is trying his best to get business for his Company. Such good treatment is surely a thing unusual these days. I was so impressed with the way this man took care of me that I cannot help writing you about it. You may also be interested in knowing that the next day I routed over 30,000 pounds of freight over your road, and hereafter will see that you folks will get all the business I can swing your way.

Freight is a very important part of the railroads' work and few agents seem to think that the traveling salesman seems to count for anything but his railroad ticket. But in many cases the traveling man has it in his power to route many carloads of freight over the railroad he wishes to. In this case I have the power to ship on the road I want to and I will surely not forget to give the road which has extended me so nice a courtesy as did your Mr. Gienke, all the business I possibly can.

Last year I shipped over eight hundred cars of freight east, and I never paid much attention to what road got the business until I lately began to see what indifferent treatment I received at the hands of some of the ticket agents. In this little case your man has been the means of giving you a lot of freight business, just through courtesy. I hope this agent will have due consideration when possible, as I am sure that he has the stuff that good men are made of, and will prove to be a good asset to your company.

Yours very truly,

(Signed) JOHN P. MEYER.

442 Parkhill Ave.  
Yonkers, New York.





# Baltimore and Ohio Magazine

Volume 10

Baltimore, July 1922

Number 3

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 37,000 copies for this issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



C.H.D.



**APARTMENT FOR RENT**

Very pretty, unfurnished apartment with conveniences, at Cowenton. Porch, lawn and shade. Very reasonable. Inquire of Editor.

**PATENTS**

BOOKLET FREE. HIGHEST REFERENCES. PROMPTNESS ASSURED. BEST RESULTS. Send drawing or model for examination and report as to patentability.

**WATSON E. COLEMAN**  
PATENT LAWYER

624 F. Street, N. W. Washington, D. C.

The Old Conductor says—

*"It's the Best Railroad in the United States"*

THE old conductor grinned good-naturedly as he punched my ticket. "Yes, I've worked for the Baltimore and Ohio for 36 years," he said, "and I hope to work for it 36 more. It's the best railroad in the United States."

A man who feels that way about his job can't help but be a success, and even better than that, he gets a full day's enjoyment out of every day as he goes along.

I wonder how many of us feel that way about our farm? We'll enjoy life more and be better farmers if we believe that our farm is the best farm in the United States. And what's to keep us from working to make it the best farm in the United States?

—Roanoke, Va., Daily.

**These Books Were Not Dry**

Card from a local station agent to a studious citizen: "Dear Sir: Please send at once for the case of books directed to you, as it is leaking badly."

**From Answers to Health Questions by Medical Expert**

*Boilermaker*—Q. I have constant scratchy noises in my head. What is the matter? Is there a relief for it? A. Rats in the belfry. Chew rat biscuit before meals. It will relieve you of this trouble and draw the cause elsewhere.

*Frantic Nurse*—Q. My little nephew swallowed some sand. Is he in any danger? A. Not much. All it will cause is a landslide in the alimentary canal.

*Voter*—Q. I am a young man of 22. I am short winded. How can I overcome this defect? A. Have your family physician lengthen your wind-pipe.



**AGENTS**  
Large Shirt Manufacturer  
wants agents to sell complete line of shirts, direct to wearer. Advertised Brand. Exclusive patterns. No capital or experience required. Big values. Entirely new proposition. Write for free samples  
MADISON SHIRT CO.  
503 Broadway New York

Collateral Loan Wanted on Studebaker car. Money needed to pay interest on home, which was mortgaged to build garage, which was mortgaged to buy car—Address High Finance.

HAVING BOUGHT a closed car, I will sell my fur coat, size 72 and my wife's fur coat, size 16. Bargain for quick sale before next installment on car is due—Address High Finance.

**The Sob Sister**

By MISS APHASIA FAIR

I knew a young woman,  
And wasn't it  
QUAINT?  
She spent a week's wages  
For powder and  
PAINT.  
But 'twasn't so silly  
As scoffers  
SUPPOSE,  
For to her face make up  
She added the  
CLOTHES.  
She landed a gink  
With a good  
COPPER MINE,  
Who figures his fortune  
In numerals  
NINE.  
So here is my moral:  
Use plenty of  
PAINT  
And hook some old geezer  
By beauty that  
Ain't.

—Exchange.

**Missing**

Has anyone seen Pete?  
Pete who?  
Petroleum.  
Kerosene him yesterday and he hasn't benzine since.

—Lightning Line.

Muriel—Will you love me as much in June as February?

Jack—More, darling, there are two more days in June!

—Lightning Line.

Teacher—Johnny, if you don't behave I'll have to send a note to your father.

Johnny—You'd better not. Ma's as jealous as a cat.

—Lightning Line.

WE USE THE  
BALTIMORE AND OHIO

FOR  
TRANSPORTATION—  
YOU SHOULD SMOKE

THE  
SAN FELICE

AND  
EL VERSO

FOR CONSOLATION

\*\*\*

The Deisel-Wemmer Co.,

Lima, Ohio

Cigar Manufacturers

**Settled**

Two fussy traveling salesladies were riding in opposite seats in the train. One thought the car was too hot, the other said it was too cold.

Just then a dusky porter came through. "Porter," commanded the first lady, "I wish you'd open that window. I'm nearly smothered."

"Don't you do it!" snapped the other. "If you do I'll freeze to death."

The porter scratched his head.

"What you 'spose Ah should do in a case lahk dat?" he asked a portly looking traveling man, about two seats to the rear, trying to enjoy a little reading.

"Open it a while and freeze one; then shut it and smother the other.—*Forbes Magazine* (N. Y.).

**"MOVIE" OF A SATISFIED MAN—ETC.—**



1 Is undecided what route he will take—expects best service and convenience—

2 Exhibits pleased countenance when convinced of Baltimore and Ohio's superb service—

3 Shows cheerful disposition while amusing self on penny scale—

4 Hears train-caller, "Baltimore and Ohio to St. Louis"—etc., etc.

(Cartoon by Switchman Stilt, Cincinnati Terminal)

Please mention our magazine when writing advertisers



## The Wire-Stringin' Crew

By James Edward Hungerford

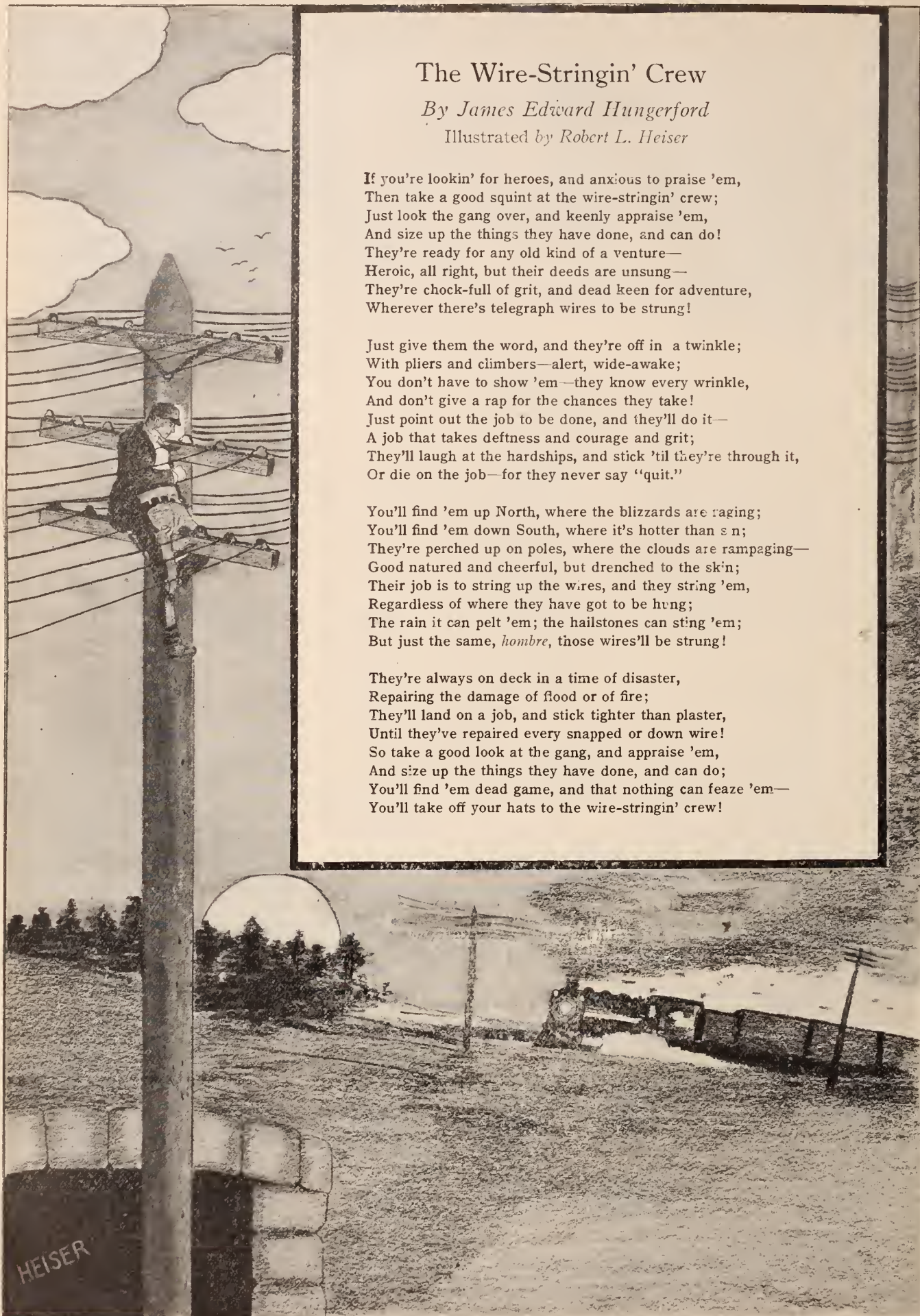
Illustrated by Robert L. Heiser

If you're lookin' for heroes, and anxious to praise 'em,  
Then take a good squint at the wire-stringin' crew;  
Just look the gang over, and keenly appraise 'em,  
And size up the things they have done, and can do!  
They're ready for any old kind of a venture—  
Heroic, all right, but their deeds are unsung—  
They're chock-full of grit, and dead keen for adventure,  
Wherever there's telegraph wires to be strung!

Just give them the word, and they're off in a twinkle;  
With pliers and climbers—alert, wide-awake;  
You don't have to show 'em—they know every wrinkle,  
And don't give a rap for the chances they take!  
Just point out the job to be done, and they'll do it—  
A job that takes deftness and courage and grit;  
They'll laugh at the hardships, and stick 'til they're through it,  
Or die on the job—for they never say "quit."

You'll find 'em up North, where the blizzards are raging;  
You'll find 'em down South, where it's hotter than sin;  
They're perched up on poles, where the clouds are rampaging—  
Good natured and cheerful, but drenched to the skin;  
Their job is to string up the wires, and they string 'em,  
Regardless of where they have got to be hung;  
The rain it can pelt 'em; the hailstones can sting 'em;  
But just the same, *hombre*, those wires'll be strung!

They're always on deck in a time of disaster,  
Repairing the damage of flood or of fire;  
They'll land on a job, and stick tighter than plaster,  
Until they've repaired every snapped or down wire!  
So take a good look at the gang, and appraise 'em,  
And size up the things they have done, and can do;  
You'll find 'em dead game, and that nothing can feaze 'em—  
You'll take off your hats to the wire-stringin' crew!





# BALTIMORE AND OHIO MAGAZINE

*Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes*

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## Do Labor Saving Machines Reduce Employment? What Does History Prove?

By James N. Holsen

*The introduction of labor saving machines into any plant or industry naturally makes those employed therein feel that their chances for steady employment are reduced. This is, in fact, the usual immediate effect. But history proves that after the installation of literally thousands of labor saving machines, men are today (during normal times) decidedly better employed than ever before.*

*Sometimes the adjustment is slow and sometimes fast, depending largely on general economic conditions. As an illustration of quick adjustment we can cite the present situation on the railroads of this country. Their revenues being only sufficiently great to cover operating costs, including the most necessary maintenance of track and equipment, and to pay fixed charges, (and with many of them paying no dividends on common stock whatsoever) building programs are at a standstill, for there is no money with which to undertake them. But building is badly needed to keep railway facilities measurably up with the industrial growth of the country. The situation therefore demands that labor saved, not only by the installation of machines but also through all other operating economies, shall be applied on enlarged maintenance and building programs.*

*For instance it is well known that the number of bad order cars today largely exceeds the normal number. And if one engine can be made to do the work of two, the resulting saving can be applied to car repairs, meaning larger employment of car repairmen. It also means that when business increases cars will be available to handle the business, and more trains, more engines and more engine crews will be engaged in work, and the whole will be done more economically and with benefit to all concerned.*

*This article discusses the subject largely from an historical viewpoint, but also clarifies it in its present day aspect.—Ed.*

THE popular opinion that the introduction of labor saving machinery is directly opposed to the interests of the working man is centuries old. When, in the seventeenth century, an inventor placed a model of his machine before Colbert, the minister of Louis XIV, Colbert replied, "I am anxious that men should be able to live honestly by their work and you propose to me to take their work out of their hands. Take the invention, if you please, somewhere else."

When, in the last half of the eighteenth century, the Industrial Revolution was ushered in by the invention of the steam engine by Watt and the machines of Arkwright, Cartwright, and Hargreaves, the English spinners destroyed the spinning Jenny of Arkwright and smashed the loom of Cartwright. Many inventions that now seem indispensable were bitterly fought by the English laborers.

History gives to Elias Howe the honor of inventing the sewing machine in 1846. History also records that Walter Hunt had practically completed a working model of a

similar machine a decade earlier, but, when Mrs. Hunt protested that a sewing machine would throw many sewing women out of employment, Mr. Hunt, in the interests of humanity, destroyed his own invention.

Examples could be cited almost indefinitely as evidence of the suspicion and hostility with which new inventions are received. When, in the building trade, the hod-hoisting device rendered it unnecessary for men to make beasts of burden of themselves, a general alarm was created over the prospect of a great number of hod-carriers being thrown out of employment. The cigar makers, the glass blowers, the stone cutters and the typesetters represent only a few of the trades which have fought the introduction of labor saving machinery into their respective trades.

However, the attitude of trade unionists does not materially differ from the attitude of many others. The opinion is almost general that the amount of work to be done is fixed and definite. Since the amount of work is thought to be predeter-

mined, they reason that the machine is simply a competitor of the laborer, decreasing the opportunity for employment and thereby reducing wages. Economists refer to this as the "lump of labor" notion.

The destruction of property by fire or flood is often regarded with a sort of satisfaction by those not directly affected, upon the supposition that more work is thereby provided. Economists refer to this notion as the "mal work fallacy." The same fallacious reasoning causes the reckless spendthrift to be regarded as a greater asset to the community than the frugal man who husbands his resources, because the former "puts money into circulation" and "makes work."

The failure to distinguish between useful and useless work underlies the "make work fallacy." Useful work contributes to the general stock of commodities available for distribution, while useless work makes no such contribution. Although the broken pop bottles found under the baseball bleachers may represent additional work for the glass workers, it is obvious that the labor devoted



to their replacement represents a subtraction from the labor that would otherwise be available for the production of other commodities.

Modern industry is so complicated that many people who believe that the use of machinery must contribute to the well-being of society, the laborer included, are unable to see how the result is brought about. There is always the inclination to view a machine as displacing so much muscular labor with all the benefits accruing to the employer. However, when one stops to consider how meager were the rewards of labor, and how drab and dreary was the lot of the great mass of humanity prior to the Industrial Revolution, the contribution of machinery to man's progress is apparent. Nobody seriously holds that to dispense with all machinery, leaving only the simple hand tools, would promote our well-being. However, there is a feeling that we have too much machinery and accordingly every new machine encounters opposition. The confusion over the question of labor saving devices is increased by the dual position which a person occupies as producer and consumer. As a consumer, he benefits by every saving in the cost of production, while as a producer his present employment may be threatened. The journeymen tailor forced out of his particular employment by the sewing machine could hardly be expected to acknowledge this particular invention as a blessing to society. Neither could the keepers of thriving and hospitable inns along the old stage roads be expected to see the traffic diverted to other channels by the locomotive and acknowledge the railway as a boon to mankind.

It is regrettable that even a temporary disadvantage should fall upon some to the advantage of others. However, in the process of adjustment and readjustment which progress implies, it is inevitable that some have to be forced out of old grooves and made to fit into new ones. If society had to await the sanction of every person before a labor saving device could be used in industry, we would still be using only the primitive, hand made tools.

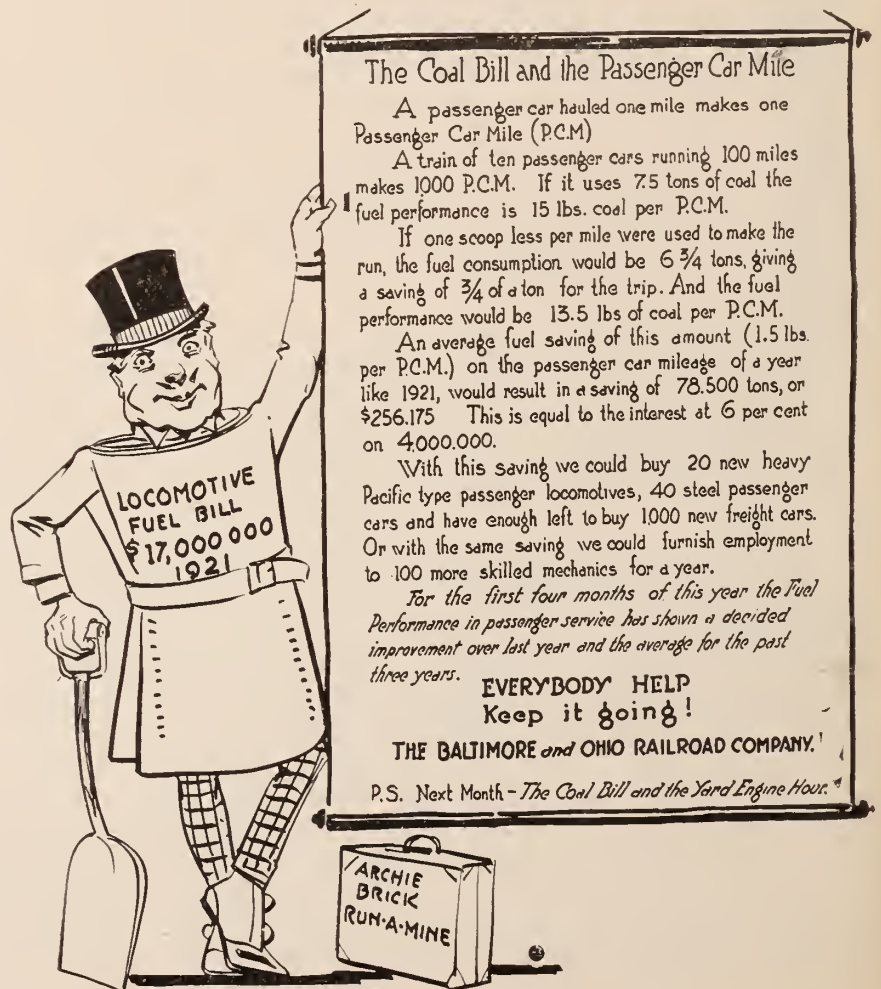
The expansion of industry which follows labor saving devices, the creation of new industries and the consequent replacing of those displaced is made intelligible by the understanding of a simple but fundamental economic principle. Economists speak of the insatiability of human wants. By this they mean that man's wants are never satisfied; desires for particular things may be

satisfied but no sooner is one want satisfied than men become conscious of another. As soon as the necessities of life are secured, the conveniences and comforts are desired, and if a man's strength is not exhausted in supplying himself with necessities and comforts, then he will devote himself to the work of obtaining luxuries. If because of an invention, the number of men employed in the production of a definite quantity of goods is decreased one half, it does not follow that one half of the men formerly employed in the production of the particular commodity will be left without employment. If society is able to supply its desires for this particular commodity with fewer men, the others will be employed in the satisfaction of some new want. The entire history of man has demonstrated this principle and our individual experience confirms it. Its recognition leaves no place for the "lump of labor" notion.

That the amount of work to be done is not fixed and definite as the "lump of labor" notion implies cannot be too strongly emphasized. To subtract the number of men now

necessary to accomplish a definite amount of work from the number that would be employed to do the same amount of work without the help of machines is the most fallacious of all reasoning. Allowances must be made for the enterprises which could not be carried on at all were it not for labor saving methods.

A slave could clean by hand only five or six pounds of cotton per day. To clean our average cotton crop of today would require the labor of 3,000,000 men working continuously throughout the year. However, it cannot be said that the cotton gin, invented by Eli Whitney in 1793, performs the work that would otherwise furnish employment to millions of men. The cheapness of the cleaning process was the conditioning factor in making cotton the great staple crop of the South. In 1792, we exported only 630 bales of lint. In the year following the invention, our exports increased to 7000 bales; and by 1800, the amount was 79,000 bales. In normal times, we export approximately 40 per cent. of a cotton crop of 12,000,000 bales. When we consider the great number



**The Coal Bill and the Passenger Car Mile**

A passenger car hauled one mile makes one Passenger Car Mile (P.C.M.)

A train of ten passenger cars running 100 miles makes 1000 P.C.M. If it uses 7.5 tons of coal the fuel performance is 15 lbs. coal per P.C.M.

If one scoop less per mile were used to make the run, the fuel consumption would be  $6\frac{3}{4}$  tons, giving a saving of  $\frac{3}{4}$  of a ton for the trip. And the fuel performance would be 13.5 lbs of coal per P.C.M.

An average fuel saving of this amount (1.5 lbs. per P.C.M.) on the passenger car mileage of a year like 1921, would result in a saving of 78,500 tons, or \$256,175. This is equal to the interest at 6 per cent on 4,000,000.

With this saving we could buy 20 new heavy Pacific type passenger locomotives, 40 steel passenger cars and have enough left to buy 1,000 new freight cars. Or with the same saving we could furnish employment to 100 more skilled mechanics for a year.

For the first four months of this year the fuel performance in passenger service has shown a decided improvement over last year and the average for the past three years.

**EVERYBODY HELP  
Keep it going!**

**THE BALTIMORE and OHIO RAILROAD COMPANY!**

P.S. Next Month - The Coal Bill and the Yard Engine Hour.

ARCHIE BRICK RUN-A-MINE



employed in cultivating, transporting, and manufacturing cotton, it is evident that the invention of the cotton gin, instead of displacing labor, has greatly increased the field for its employment.

To transport 1,169,307,000 passengers and 1,998,917,000 tons of freight, the number and amount carried by the railways in 1919, by wagons and coaches, would require more labor than railway transportation necessitated. In fact it is inconceivable that this amount of traffic could have moved except for the railway. The development of our stupendous railway system, which is but a labor saving device on a

large scale as compared with the canal and turnpike, has not resulted in reducing the opportunity for employment, but, on the other hand, its greater efficiency has made possible the present day development of manufacturing, mining, et cetera. Thus the railways have, by a whole plexus of interactions, increased employment and, at the same time, made possible the satisfaction of wants heretofore impossible. Any saving in transportation costs will further stimulate the development of other industries, and the consequent expansion of other industries will increase the demand for transportation facilities and labor in them.

## The First Gasoline Rail Motor Car for Passengers on the Baltimore and Ohio

By *W. B. Whitsitt*

Chief Draughtsman, Office of Mechanical Engineer

**T**HE first test trip of the first Gasoline Motor Car of the Baltimore and Ohio on its own rails, was made on June 26.

The car left Camden Station at 8.15 a. m., stopped for a minute at Mt. Royal Station, and again on the division to watch the operation of the new automatic ballast cleaners for a few minutes, and after being turned on the "Y" at Elsmere Junction, arrived at Landenberg at the end of the Landenberg Branch at 12.10 p. m. Leaving there at 12.22 p. m., and retracing the morning route with other brief stops, the car arrived at Camden Station at 4.41 p. m.

The average running time on the main line was 29 miles per hour, the maximum, 39 miles per hour. The maximum speed allowed on the Landenberg Branch is 15 miles per hour, and the power of the car was such that it was necessary to run at second speed to keep inside this limit. The maximum grade on the branch was 1.44% and the car could have made this comfortably on high gear had the speed limit permitted.

The car carried what was perhaps an average load. All of the men appearing in the picture made the trip, and a few others besides. There was, however, no baggage or milk or other heavy commodities, as it is expected the car will have to carry when it is placed in operation on the Railroad.

The mechanical performance was good, several minor repairs only being necessary and those such as might be expected with a new car on one of its first trips.

Everybody who made the trip was impressed with the generally satis-

factory performance. There was much more comfort than is obtained in any interurban electric car that the writer has ever ridden on. At first this was attributed to the splendid roadbed of the main line, but the same easy riding qualities were also apparent on the Landenberg Branch, where the track is admittedly not a first class one. The explanation of this is not alone that the car seems to be well balanced from a mechanical standpoint but also that it has been built up to the rigid specifications of the Interstate Commerce Commission, with frame, parts, etc., that are considerably overstrong for a unit of its type.

The advantage of having no smoke from soft coal is apparent. It will not only cost less to keep the car clean but will also contribute to the comfort of passengers. The windows are wide and high, and afford an unobstructed range of vision for the passenger, something that will undoubtedly be greatly appreciated by those who have the opportunity to travel the beautiful country through which many of the branch lines of the Baltimore and Ohio run. The electric lights are well placed for reading and afford plenty of light for that purpose.

The principal reason for building the unit in two sections, the car with its trailer, instead of a single car with the same capacity, is because of the fact that the trailer can easily be disconnected from the motor car when the lightness of traffic warrants it, with consequent considerable saving in the cost of gasoline and oil for operation.

On the test trip the actual cost of operation, including gasoline, oil and wages of engineer and conductor, was 16 cents a mile. This does not include interest on investment, depreciation, overhead, etc., which, when taken into consideration, will probably bring the cost of operation up to about 25 cents a mile. The cost of operating an average typical branch line steam train is about a dollar a mile. It is seen therefore that considerable economy will probably be effected by the use of the gasoline rail car where it is practicable.

One of the most apparent economies in the use of this car comes from the fact that when it is going down grade the gasoline consumption can be reduced to practically nothing, while steam pressure in the locomotive has to be kept high by constant application of coal to the fire, even when running down hill. The most interesting feature of the car from a mechanical standpoint (and this will surprise most owners of automobiles) is the fact that the gears can be shifted from high to neutral and vice versa, without disengaging the clutch.

The general plan of the car is shown by the accompanying picture. It will be noted that the motor car is arranged for a baggage space in front and a rear passenger section, with capacity of 22 passengers, and the trailer is arranged for 34 passengers.

Interior woodwork finish of the car and trailer is mahogany color with the roof in white. The seats are covered with rattan. Both car and trailer are equipped with specially designed hot air heaters, manufactured principally of aluminum, in order to save weight. Both car and trailer are lighted by electricity.

The motor car is driven by a four cylinder gasoline engine, having a four and one half inch bore by six and one half inch stroke, and will develop at 1600 revolutions, 60 horse power.

The car is geared to operate at 35 miles per hour on straight level track, and at this speed the speed of the engine is 1330 revolutions per minute. The transmission has three speeds forward, and with a separate reversing gear, three speeds in reverse, so that the car can travel as fast in one direction as in the other. The car is controlled the same as an ordinary motor truck.

The front and back trucks are both four wheel, also the trucks on the trailer. All wheels on the motor car rear truck are driving wheels, and the front truck on the motor car and both trucks on the trailer are provided for easy curving.



Both car and trailer are equipped with semiautomatic air brakes controlled from the motor car. This air brake system has the emergency feature, so that if the cars break apart the brakes will be automatically set on both cars.

The trailer has an independent conductor's valve for setting the brakes, if necessary, and both car and trailer have hand brakes.

In designing this equipment special attention has been given to keep everything as light as possible, consistent with strength, in order to keep within the power that can be delivered by a truck type gasoline engine.

All wearing parts on both cars are of high grade alloy steel, carefully designed, in order to get the maximum strength with the minimum weight. The sides, roof and floor of the bodies are insulated.

The weight of the motor car without passengers is 17,200 pounds and trailer 9,350 pounds.

The designs and specifications for the car were prepared in this office and built by the Edwards Railway

Motor Car Company at Sanford, N. C. The chassis of the motor car was furnished by the Kelly-Springfield Motor Truck Company.

On runs at Sanford before the car was delivered, it averaged seven and a half miles per gallon of gasoline, without the trailer, and six and a half miles per gallon with the trailer. Approximately one quart of bearing

oil is used per 1,000 car trailer miles. The engine will use about one quart of oil for each 150 miles, and the transmission gear and differential on the motor car will each require about five pounds of grease per 10,000 miles.

It is expected that this car will be put into operation on the Romney Branch, running between Green Spring and Petersburg.

## E. T. Horn Appointed Chief of Yard and Terminal Operation—Other News of Personnel

ON June 1 Vice President C. W. Galloway announced the appointment, effective that date, of E. T. Horn as chief of yard and terminal operations. The position formerly held by Mr. Horn, general supervisor of terminals, was abolished.

Mr. Horn first came with the Baltimore and Ohio on September 11, 1912, as supervisor of terminals. He resigned in 1916 but returned to the service on August 1, 1917 in his previous capacity and continued in this

position until May 1, 1920, when he was made general supervisor of terminals.

Mr. Horn has been largely responsible for some of the most notable improvements in train operation that have ever been effected on the Baltimore and Ohio. Chief among these is the System, Divisional and Through Classification, on account of which great savings in time and money have been brought about in the operation of fast freight trains, with consequent better service for shippers. Mr. Horn



Above: The first gasoline rail motor car for passengers on the Baltimore and Ohio. Below, a few of those on the inspection party. Left to right: Chief of Motive Power Emerson; Superintendent of Motive Power Gill; General Manager Scheer; District Master Car Builder Calder; General Passenger Agent Lowes; Master Mechanic Hines; Division Engineer Speiden; District Master Mechanic Galloway; "Jack," son of General Superintendent Motive Power Carroll, standing next to him; Engineer Maintenance of Way Lane; Chief Draughtsman Whitsitt, Office of Mechanical Engineer, the author of this article; Mechanical Engineer Sandman





E. T. Horn,  
Chief of Yard and Terminal Operation

has for some months been engaged on a plan for increasing engine mileage per run. It is now past the experimental stage and bringing splendid results, a full account of which will be given in an early issue of the MAGAZINE.

**Other Changes**

On June 15 the following appoint-

## Columbus Merchant Compliments Our Service in His Advertising

*Max H. Rieser Shows Appreciation of Courtesy*

ONE of the most enterprising merchants of Columbus, Ohio, is Max H. Rieser, the proprietor of a large, progressive and well-known women's wear establishment.

Mr. Rieser is a large advertiser in the Columbus papers and as such well knows the considerable cost of this kind of publicity. It must have been with the most kindly feelings toward the Baltimore and Ohio and its employes, therefore, that in his half page advertisement in the Columbus Dispatch of Friday, May 19, he set aside space for an unsolicited compliment to the service of our Railroad. What he wrote may be seen in the fac-simile reproduction over his signature which appears on this page.

That Mr. Rieser is an ardent believer in the service idea which is contributing so much to the Baltimore and Ohio, will be noted from his letter. It will also be seen that Mr. Rieser, appreciating compliments which he receives about the service given by his store, believes in extending the same kind of compliments to those individuals and organizations from whom he personally gets good service.

ments were made in the Pittsburgh territory: W. F. Booth, assistant superintendent with headquarters at Glenwood; T. Masterson, assistant trainmaster with headquarters at 36th St.; C. D. Grow, assistant trainmaster with headquarters at Willow Grove.

In the Baltimore territory, Trainmasters E. L. Allnut and F. W. Stringer, with headquarters at Riverside.

At Fairmont, T. J. Ward, terminal trainmaster, vice W. F. Booth, promoted.

On July 1, C. B. Harveson was appointed division engineer, Baltimore Division, East End, Herring Run to Park Junction, headquarters Baltimore, Md., vice Theodore Speiden, Jr. Mr. Speiden will handle the important work of rebuilding a number of bridges on the P. & W., Pittsburgh Division, which are being strengthened for the use of Mallet engines.

On June 5, Philip H. Groscup, division accountant, former New Castle Division, was transferred to similar position, Connellsville Division, head quarters, Connellsville, Penna., vice Harland L. Cordrey, assigned to other duties.

us put a story about the incident in our MAGAZINE, along with his photograph. His reply amplifies in so interesting a way his views on how the employe should feel toward the organization for which he works, that we are quoting it in full, as follows:

COLUMBUS, OHIO,  
May 23, 1922

MR. M. H. BROUGHTON  
Columbus, Ohio

My dear Sir:

There was just as much satisfaction and pleasure derived by me in writing the article commending the Baltimore and Ohio Railroad as you and your associates had in reading it, as has already been proven by the letters received.

The communications and telephone messages assure me of as much interest and loyalty of each individual as if they personally owned or controlled the railroad, and in my judgment large and small corporations can only successfully survive by that whole-hearted spirit. In our institution, we like everyone to work and think the same as though the store belonged to them personally.

If the editorial in last week's Dispatch along with my photograph will add anything to your MAGAZINE, you have my permission to use them, as per your request.

Be assured of my pleasure in reading your favor of the 20th inst. With my best wishes for continued success, I am,

Sincerely yours,  
(Signed) MAX H. RIESER.

The point that we Baltimore and Ohio employes should get from this incident is that patrons of the Railroad appreciate real personal service on the part of our employes so much that they are willing to make almost any return within reason for it. It certainly is worth while to make such good friends as Mr. Rieser.

**On the B. & O.**

—Professional plays, amateur productions or minstrel shows a quarter of a century ago or less were incomplete without some unfavorable comment, song or joke on the Baltimore & Ohio railroad and perhaps at that time there was reason for it.

—Time has healed all wounds. Today that road is cured of every ailment ascribed to it in the years past. Who is responsible? we must ask. Perhaps the higher-ups prompted perfection but those in direct contact with the riding public have brought about public sentiment for reversals of opinion.

—J. J. Doty, Pullman conductor, and F. T. Bramlette, porter, on the B. & O. train arriving here from Cincinnati at 11:25 p. m., had much to do with my pleasant journey homeward recently. It marked the end of a perfect trip.

—I just could not help but indirectly ask their names and through this column extend appreciation for their courtesy, service and comfort extended.

—This store takes its share of pride in service and when the comparison is made from years past, we ourselves notice the advancement. Many letters of appreciation reach us during the year.

*Max H. Rieser*

—May 19, 1922



Max H. Rieser



# Telegraph Department Assumes Direction of Time Inspection Service— W. C. Donnelly Made General Supervisor

ON June 26, C. A. Plumly, superintendent Telegraph, issued the following announcement to all time inspectors on the Baltimore and Ohio Railroad:

Effective July 1, 1922, the Baltimore and Ohio Railroad Company will take over the supervision of time service throughout the System, and effective the same date W. C. Donnelly will become General Supervisor Time Service, headquarters, Baltimore, Maryland, reporting to this office.

The present arrangement of inspection will be continued, and inspectors who are established jewelers, will be permitted to sell watches, chains and charms to any employe, whether in classified service requiring standard watches or not, the Railroad Company to make deductions on payrolls for such sales and subsequent expense of repairs thereof, but for no other jewelry or merchandise; remittances for such payroll deductions applying against orders executed on or after July 1, 1922, will be made by the Railroad Company direct to the local inspector. Remittances applying against orders executed prior to July 1, 1922, will be handled as heretofore until such accounts are closed.

An agreement is being prepared covering the appointment of local inspectors, which in due time will be presented for execution.

On behalf of the Railroad Company, we bespeak your hearty cooperation.

W. C. Donnelly, who is familiarly known to hundreds of employes as "Bill," came with the Baltimore and

Ohio on November 15, 1918. For twenty years preceding this he had been in charge of the watch and clock department of the J. S. MacDonald Jewelry Company of Baltimore. He is a practical watchmaker and since he has been connected with the time inspection service on our Railroad there has been a marked and gratifying improvement in the standard of this service, so much so in fact that it is now 100 per cent. over the entire Railroad.

In the new position, with its enlarged duties and opportunities, Mr.



W. C. Donnelly

Donnelly has the best wishes of the many friends he has made during his comparatively short career with us.

The jewelers who are acting as watch inspectors for the Baltimore and Ohio are:

- Mr. C. T. Rodgers,  
37 S. 17th Street,  
Philadelphia, Pa.
- Mr. D. W. Laubach,  
7038 Woodland Avenue,  
Philadelphia, Pa.
- George Walters Co.,  
7 W. Lexington Street,  
Baltimore, Md.
- Bank and Bryan,  
5th and Market Streets,  
Wilmington, Del.
- Mr. M. B. Korman,  
706 H. Street, N. E.,  
Washington, D. C.
- Mr. F. E. Alder,  
Brunswick, Md.
- Mr. G. M. Malone,  
Frederick, Md.
- Mr. E. B. Capper,  
Winchester, Va.
- Mr. D. Clint DeDier,  
Harrisonburg, Va.
- Mr. H. L. Lang,  
Staunton, Va.
- S. T. Little Company,  
Brunswick, Md.
- Mr. W. L. Jones,  
Martinsburg, W. Va.
- Mr. S. T. Little & Company,  
Cumberland, Md.
- Mr. E. R. Connell,  
Keyser, W. Va.
- Mr. F. C. Stuarding,  
Keyser, W. Va.
- Mr. G. W. Loar & Company,  
Grafton, W. Va.
- Mr. Osborn and Company,  
Morgantown, W. Va.
- Mr. H. A. Caplan,  
Clarksburg, W. Va.
- Messrs. Kane and Hash,  
Salem, W. Va.
- Mr. Grant Luzadder,  
Pennsboro, W. Va.
- Mr. Olin V. Neal,  
432 Market Street,  
Parkersburg, W. Va.
- Messrs. Riheldaffer and Brownfield,  
Fairmont, W. Va.
- Mr. M. U. Swiger,  
Shinnston, W. Va.
- Mr. W. M. McClanahan,  
Buckhannon, W. Va.
- Mr. L. J. Edleman,  
Weston, W. Va.
- Mr. J. R. Anderson,  
New Martinsville, W. Va.
- A. C. Thomas Jewelry Co.,  
Wheeling, W. Va.
- Mr. W. P. Watson,  
Cameron, W. Va.
- Mr. J. W. Weekly,  
McMechen, W. Va.
- Bryan Brothers,  
Bellaire, Ohio.
- Mr. B. Zimmerman,  
Martins Ferry, Ohio.
- Mr. A. I. Polan,  
Kanawha Avenue,  
Charleston, W. Va.
- Mr. A. I. Polan,  
707 9th Street,  
Huntington, W. Va.
- Mr. De Gruyter & Sons,  
Spencer, W. Va.

(Continued on page 38)

## The Blue Bird Sings

An Elegiac Rondeau in Memory of Alfred O. Whitehorne, of  
Auditor Passenger Receipts' Office

By Louis M. Grice

Assistant Auditor Passenger Receipts

The bluebird sings thy dirge, nearby  
The brooks, antiphonal, reply:  
Awakened from their winter sleep,  
Across thy grave the blossoms creep  
To catch the glory of the sky.

Though buds that bloom may fade and die,  
Fruition pass, and dead leaves fly—  
Though winter waits o'er all to sweep,  
The bluebird sings.

And as in mother earth you lie,  
We grieve that men are born to die:  
Yet though the grave be cold and deep,  
Of life that shall resurgent leap,  
The bluebird sings.



# New Home Builders' Service for Baltimore and Ohio Employes

*Magazine Will Feature Descriptions of Homes for Railroad Men—  
Complete Plans May Be Secured at Nominal Cost*

**D**URING the next few months the Baltimore and Ohio MAGAZINE will contain pictures and floor plans of varying styles of homes, all of which will be adapted to the needs and the pocketbooks of railroad men. This information will be furnished through the cooperation of the Portland Cement Association and the American Wholesale Lumber Association, it being our purpose to show houses built both of cement and wood.

Since the Relief Department started to loan money to employes for the building or purchase of homes, 23,188 loans have been made for a grand total of \$27,933,650.03 up until March 31, 1922. It is difficult to conceive of the comfort, security and happiness which has been given to employes and their families through this service on the part of the Baltimore and Ohio. Now the series of articles featuring attractive home plans will be run with the idea of suggesting to employes examples of homes which they can make their own through the aid which is extended by the Relief Department.

Anybody who is familiar with home building operations knows that it costs from \$50.00 up to get complete working plans from an architect for a home of his own designing. The homes which we shall show in the MAGAZINE have been designed by a corps of the most capable architects in the country with all facilities possible at their disposal for careful study, looking to economy of space

and in the use of material, beauty, convenience and practicability. Complete working plans and blue

## The Holmwood House is an Ideal Home

**T**HIS five-room Holmwood house represents the maximum in comfort, space and beauty for a minimum cost. It was designed by The Housing Company of 248 Boylston Street, Boston, a well-known firm of architects and town planners, and is their answer to the demand for a commodious, low-cost home. The builder of this home gets as much accommodation per dollar spent as from any other plan that has been designed and withal, he gets a charming house, and one that is a little unusual too. The steep roof and the twin bay windows give the front a quaint English appearance. Entering the hall, we pass into a long living room lighted on three sides and with a fine fireplace. On the other side of the hall is a dining room, and leading from it, a good kitchen, designed primarily for step-saving work. The rear entrance and cellar steps lead from the kitchen.

Upstairs there are two good bedrooms lighted on two sides, both having fine closets.

There is absolutely no space wasted in this house; every stick of lumber and every nail in it performs some useful service.

It has been designed for the use of concrete block, covered with portland cement stucco; of all construction materials this has proved to be the most enduring, economical and permanent. The inside walls are furred, lathed and plastered in order to give maximum insulation from heat and cold and as

prints for the Holmwood house, which we are describing below, can be had from the Baltimore and Ohio MAGAZINE at the nominal price of \$10.00. Address the Editor, Mt. Royal Station, Baltimore, Md.

For information concerning the Relief Department's Loan Feature, address Division "S," Relief Department, Baltimore, Md.

the flues are all in the center of the house the coal consumption required for heating purposes will be exceptionally small.

This is one of the few houses that would look equally well on the wide suburban lot or on the narrow city street or as a country home in the woods. Its lines would harmonize in any environment.

A house like this would make a comfortable home for a family of three or four; it is a good investment that will not depreciate with age and can be readily sold any time.

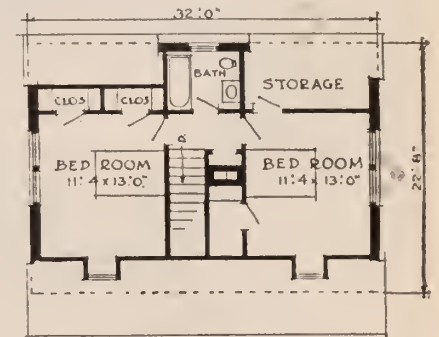
Remember that complete plans and working blue prints of this house may be had at a cost of ten dollars from the editor of the Magazine.

### The Topic of the Day

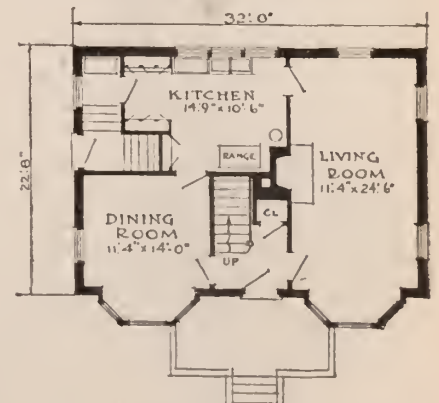
First Maid (bragging about a party given the day before by her mistress)—"And they all came in limousines and had on the grandest clothes and wore the biggest diamonds."  
Neighbor's Maid—"And what did they talk about?"

First Maid—"Us."

—Steam Shovel and Dredge



SECOND FLOOR PLAN



FIRST FLOOR PLAN



The attractive Holmwood House may be built for from \$4000.00 to \$5000.00, depending upon the locality



# Disastrous Fire at Locust Point, July 2.



At 4.32 p. m., July 2, during a heavy electrical storm in Baltimore, while making his round at the water end of Elevator B at Locust Point, Watchman Frank M. McHugh heard a great crash and saw dust flying all around him. A lightning bolt had struck. Flames broke out immediately, preventing McHugh from using either his extinguisher or the hose nearby. He turned in the alarm and as he was rushing from the building met the Baltimore and Ohio fire patrol of 20 men, but the flames were already so fierce that they were unable to penetrate the building and had to play water on the outside at the land end.

At 4.45 the city fire force had arrived, a general alarm quickly bringing every piece of apparatus, land and water, on the scene. Pier 5 had in the meantime begun blazing, and it was thought and hoped that the damage could be confined to this and Elevator B. The wind suddenly began blowing hard out of the northeast, however, and the larger Elevator C and Pier 2 were soon ablaze and were destroyed. Other property was saved with difficulty.

Besides the elevators, piers, merchandise and grain destroyed, two cars were burned and four sunk on a lighter. Approximate loss in buildings was \$2,000,000; in goods \$1,000,000; all covered by insurance. The principal loss to the Baltimore and Ohio is in facilities, which will be made up in part, however, by kind offers of cooperation by the City of Baltimore, the Pennsylvania Railroad and the Western Maryland Railway.

The work of our own and the city's firemen was commendable. In recognition of the help of the city force, President Willard has announced a gift from the Railroad of \$1,000 to the Firemen's Pension Fund.







Opposite page, upper left: Watchman NcHugh. Lower. 1. What happened to the main power line. 2. Engine No. 15 and its hard fighting crew: Henry Wagner, fireman; Robert Miller, engineer. This engine bore the brunt of the fight in the southeast. 3. Part of the property saved by engine No. 15. 4. Main power stack. 5. Fireboat Deluge living up to its name. 6. One of the valuable machines saved. Traveling crane which stood 20 feet from hurned warehouse. 7. Fighting top of the Deluge. Above, Pier 5 at the height of the blaze. Below: 1. Acres of devastation. Part of tobacco and general merchandise pier with firemen still at work. 2. One of the giant streams that beat out the warehouse fire. 3. Fireboat Cataract after an all night struggle. 4. Hose crew of No. 6 Engine. Left to right, Pipemen Mike O'Dea, Thomas Gavin, Phil May, Carroll Hand. 5. Still fighting flames at noon next day. 6. Fireboat Torrent keeping up the battle. 7. All that is left of two and a half million bushels of wheat



# Traffic Department

## Passenger

### That Message to Garcia

WAY back in 1899 Elbert Hubbard printed a story in the *Philistine Magazine*, which afterwards was reprinted in hundred thousand editions by the New York Central Railroad Company and spread broadcast. It was the story of a soldier who was given an order which he fulfilled to the letter, although it involved tremendous difficulties and required a balanced head. That story was known to the world as—"A Message to Garcia." There was something more in the story than a mere tale of bravery. It brought out vividly the point of a man attending to the business at hand.

The story is applicable to any walk of life and is particularly pertinent to the railroad man in whatever job he fills.

Every once in a while, and in recent months it has become very frequent, the patrons of the Baltimore and Ohio Railroad have taken their time to sit down and write letters of comment, not only on the careful fulfillment of the duties performed by some employe, but particularly commenting on the stick-to-it-iveness of seeing the job through to the comfort of the patron.

We are quoting from letters recently received concerning the attention to the details of duty that

prevented any embarrassment to patrons, who were en route on other lines besides our own. It is comforting to know that nearly every department of the railroad in which employes come in contact with the public, is receiving letters of this nature:—

"Just a line to tell you that we were very nicely treated by the Baltimore and Ohio Railroad on our recent trip to Chicago. The train service, the dining service, and everything connected with the trip, were so carefully provided for as to have made it a great joy to be patrons of your wonderful line.

"Wish to thank you also personally for the kind and hospitable individual attention which you bestowed upon us."

"Wife joins me in this letter of thanks to you for your many courtesies in making our trip to San Francisco such a success. I want to say to you personally that rarely have I had more pleasure in watching a young man "carry the message to Garcia" than I did in observing you overcome the obstacles and finally put our Pullmans on the great Santa Fe train. It was a fine piece of work, and was very creditable to you, as well as satisfying to the real estate men."

### Fifth District Rotary Tour to Los Angeles

ROTARIANS from the Fifth District who had the good fortune to make the tour from the Atlantic to the Pacific, report a most delightful trip. There were in all 267 persons making up the party from Allentown, Pa.; Annapolis, Md.; Atlantic City, N. J.; Baltimore, Md.; Berwick, Pa.; Bethlehem, Pa.; Bridgeton, N. J.; Camden, N. J.; Carlisle, Pa.; Chester, Pa.; Chambersburg, Pa.; Easton, Pa.; Easton, Md.; Edinburgh, Scotland; Frederick, Md.; Hagerstown, Md.; Harrisburg, Pa.; Lancaster, Pa.; Lehigh, Pa.; Lock Haven, Pa.; Norristown, Pa.; Philadelphia, Pa.; Pittston, Pa.; Pottstown, Pa.; Pottsville, Pa.; Reading, Pa.; Sayre, Pa.; Sunbury, Pa.; Shamo-

kin, Pa.; Scarborough, England; Trenton, N. J.; Vineland, N. J.; Washington, D. C.; Wilmington, Del.; West Chester, Pa.; Wilkes-Barre, Pa.; and Williamsport, Pa.

The entire arrangements in detail were left to the passenger representatives of the Baltimore and Ohio Railroad in Philadelphia and every possible comfort was provided for on the special train, which was composed of club car, drawing-room and compartment cars, dining car and observation car.

The tour started from Philadelphia on June 4, returning to that city on June 24, touching at Kansas City, Denver, Col., Colorado Springs, Albuquerque, Grand Canyon, Los An-

geles, San Diego, Santa Barbara, Del Monte, Big Trees, San Jose, Oakland, San Francisco, Shasta Springs, Portland, Spokane, Glacier National Park, Minot, Minneapolis, St. Paul, Chicago, Niagara Falls, Buffalo.

A picture of the Rotarians at Willard, Ohio, will be found on pages 36 and 37.

### Hot Weather Appetizers

FEATURING "a cold bite on a hot day," the Baltimore and Ohio Railroad put into effect on June 26 another innovation on its dining cars for the benefit of travelers and tourists with the introduction of a new menu in addition to those already in use. The card is uniquely illustrated, depicting an open refrigerator stocked with cold edibles. Standing at one side is a smiling chef and at the other a grinning waiter with a filled tray.

The new menu includes such summer-time dishes as cold consomme, salads, sandwiches, sliced tomatoes, ham, other meats, etc., and cold beverages, its use being confined to the summer months. This special card is carried in addition to the regular menus. An added accommodation is that these cold lunches may be secured even after the usual meal hour if desired, provided, of course, the dining car is still in the train. Under the heading, "A Little Suggestion," the steward has arranged a club luncheon, reasonably priced, for patrons who prefer this form.

The Baltimore and Ohio management has from time to time been adding special features to its dining car service, and the encouraging patronage of its guests prompts this further effort.

### Another Bouquet

"As president of the New York Division of the United Daughters of the Confederacy, I am writing to express my deep appreciation of the courtesy you extended to our organization on our recent trip to St. Louis.

"Every attention was received from you and the Baltimore and Ohio Railroad, and I want to congratulate the Company on your courteous attention, which is deeply appreciated by the members of our organization."

Get the best of life, or it will get the best of you.

J. S. Calvert.



## News from the Freight Department

### Good Freight Service Helps Increase Passenger Business

By W. R. McKee, Travelling Freight Agent

SEVERAL weeks ago I had occasion to call on the Letz Manufacturing Company of Crownpoint, Indiana. Their traffic manager Mr. M. J. Heintz, offered a car for Sykesville, Md., which our records show was forwarded on May 15, received by our line at Wheeling, W. Va., 7.00 a. m., May 20, and was delivered at destination on May 25.

On May 25 we received advice from this firm that they had shipped that day, P. R. R. car 549357, destined Philadelphia. This car was received by the Baltimore and Ohio at Wheeling, W. Va., on June 1, and had passed Brunswick in our Train 94, 5.45 p. m., June 2 for Philadelphia, which would indicate its arrival at Philadelphia on June 3.

The shipper was advised of the receipt of these cars at Wheeling and the passing at various junction points.

This service evidently pleased Mr. Heintz, for this office received a postal card from him asking for summer

passenger rates, as well as information concerning points of interest along the Baltimore and Ohio lines east. This request was referred to General Passenger Agent W. G. Brown of Chicago, who made adequate reply to Mr. Heintz, giving interesting and complete information, rates, etc., and stating that he would gladly assist him further if desired.

This is evidence that just a little attention given to shippers would not only secure additional tonnage from a freight standpoint, but will make friends for the Passenger Department as well. It is further evidence that good service will be of benefit to the carrier in general.

#### The Ten Per Cent. Rate Decrease

THE Interstate Commerce Commission has handed down its decision in the General Rate Investigation Case. They have in

effect decided that all freight rates not previously reduced by ten per cent. or more since August 26, 1920, should now be reduced by that amount.

The effect of this order will be very serious to the revenues of the Baltimore and Ohio, which are meager enough on the present freight rates (June, 1922). Nevertheless, it has been determined to be governed by the findings of the Commission in so far as the measure of the rates is concerned, without a formal order.

In order to overcome the effect of this order and increase our gross revenues to a point where the road may make the very necessary expenditures for its proper maintenance and growth, we must have an increased tonnage of at least twenty-five per cent. for the remainder of the year, and we should secure the maximum haul via a reasonably direct and expeditious route.

This is more than a job for the Traffic Department. It is a job for every employe of the Baltimore and Ohio.

Our employes never fall down on the job. You are counted on to do your part.

#### It Takes Everybody

Recently in Mt. Royal Station several passengers gathered around the "Cross Crossings Cautiously" placard. Several comments were passed on the expression on the faces of the party, and the fact that they seemed to be "out of luck." One lady ventured the assertion that the automobile party had just come down "a nasty incline."

No one else had noticed that. Had you? Possibly you have noticed some business that should be moving over Baltimore and Ohio but is not and no one else has discovered it. It takes a lot of eyes to see it all. If you can flag it and prevent the disaster of having it move some other way, "Go to It." Otherwise, see that the traffic official in your territory is promptly notified.

#### A Go-Getter

As indicative of the zeal of some of our local agents to increase the business of the Baltimore and Ohio, we cite George W. Johnson, agent at Collingdale, Pa., who has had a rubber stamp made reading:

DON'T SAY YOU CAN'T GET SERVICE—TRY THE BALTIMORE AND OHIO R. R.

An imprint of this appears on everything that goes out of his office to the public.

"The man who uses his head, gets ahead!"

## "An Outstanding Exception to This Criticism of Dining Car Service is That of the Baltimore and Ohio."

Note:

In a recent two page article "Observations of a Transcontinental Traveler," by William S. Wollner, general safety, fire prevention and welfare agent of the Northwestern Pacific Railroad, in *Railway Age*, the writer mentions a number of experiences that point to the need of improvements in the service of the railroads. But one railroad is mentioned by name in the article and that one the Baltimore and Ohio in this rather remarkable tribute:

The railroads could engender a kindlier feeling on the part of the general public by giving a more popular service in dining cars and, incidentally, they would find this type of service financially more profitable. \* \* \* \* \*

Some of the roads are trying to popularize their dining-car service by serving "plate meals," but the prices placed on these meals are too high to be partaken of by the tourist car and chair car traveler, and on some roads at least the proper equipment is not provided for efficient service. An outstanding exception to this criticism of dining car service is that of the Baltimore and Ohio whose seventy-five cent commercial traveler's club luncheon offers the opportunity for a person to secure an entire meal at this price. Food and service have been especially provided for this excellent luncheon. The dollar and a quarter dinner served on this road, insofar as the writer is aware, has its equal in no other dining car in the United States.



# Safety Section

## Supervising Employes Can Stop the Riding of Leading Footboards on Locomotives

*It is Unsafe, a Violation of Rules and Should be Reported*

*By J. J. Powers, Trainmaster, Lorain, Ohio*

**T**HE practice of employes riding the leading footboards of locomotives has been one of much concern to the railroads for a number of years.

A check of injuries to employes, particularly yard men, from this practice, has developed some of the most distressing accidents which have occurred in yards. These accidents have not only resulted in large losses to railroads, but in great personal suffering to the injured men and hardships to their dependents.

It has been the practice on our Railroad for a number of years, for the supervising force and safety committee members to endeavor to stop this practice by calling to the atten-

tion of the offenders, the risk incurred. This has been the means of discouraging this practice to a considerable extent, but it is a well known fact that officers and safety committee men alone cannot keep constant watch on all yard employes at all times. For instance, at a recent safety meeting about twenty five violations were reported.

I feel that a great deal more could be accomplished if it were possible to keep constant watch over the offenders, and that this could be done by holding the employes immediately over them responsible for seeing that the rules are carried out. Acting on this solution I called a meeting at Lorain and talked over the safety

rules with the men, and especially called their attention to this particular condition. Since the time of this meeting we have had no reports of this violation and we are doing all that we can to promote Safety in Lorain Yard. As new men are hired from time to time they will be instructed and cautioned in regard to unsafe practices.

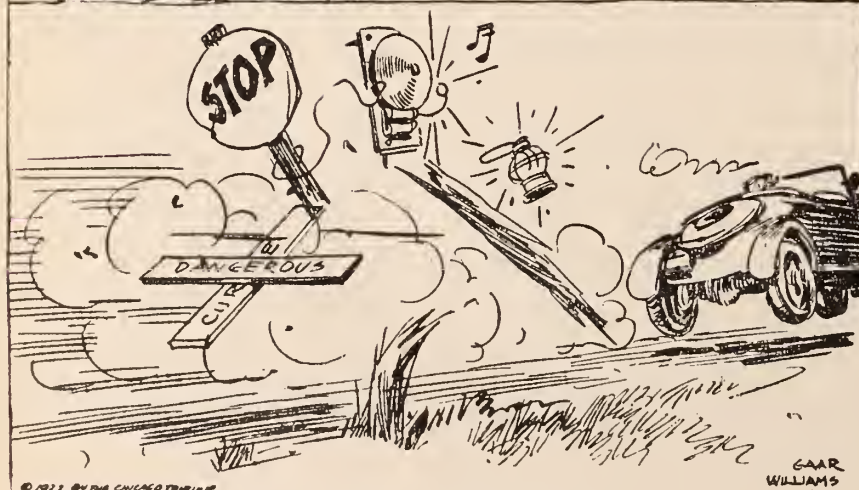
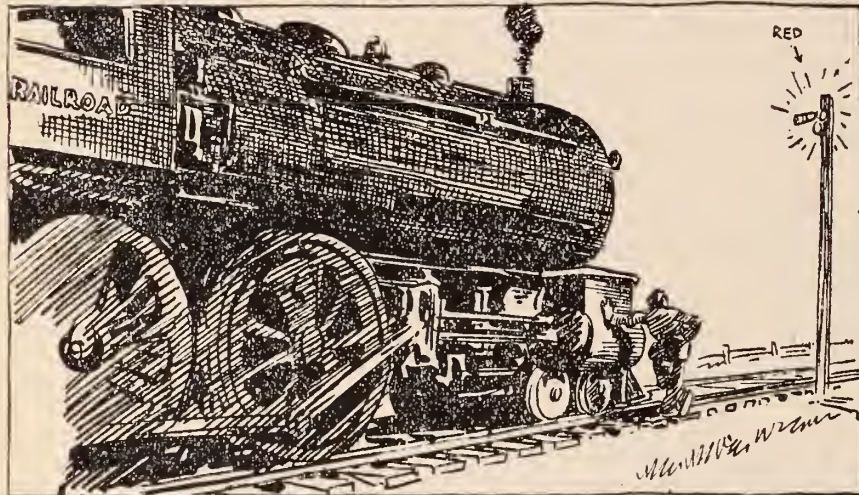
## Take It from Me—Don't Ride Leading Footboards of Locomotives!

*By C. B. Omohundro  
Fireman, Chicago Division*

**M**EN who violate this rule should have the danger of such practice impressed upon them. Usually they act thoughtlessly and from force of habit, not realizing the risk to themselves and the hardships and sorrows that may possibly be visited on their families.

Many men, particularly the younger employes, do not seem to recognize the serious consequences that may develop from their foolhardy actions, advancing the argument, "men are not often killed riding the leading footboards." If they could understand that after the accident, there is no other chance to be careful, they would consider more carefully the terrible risk involved. It is but human to "take chances," yet why gamble with your life to save a few steps and a few seconds—a few seconds time against your life, especially when the rules forbid, and no man will be censured for practicing "Safety."

If reasoning fails to persuade a chance taker, the engine crews can do much to save life and limb by the engineers refusing to move the engine until the man gets off, and the fireman can inform the engineer when he observes a violation. Some men won't thank them for doing it, no matter how great a service is done them, but we should remember it is as true as ever that we are "Our Brother's Keeper."



### Trains Safer than Autos

Of the number of disability claims paid by the U. C. T. last year—5,169—1,746 were for automobile accidents, costing the Order \$168,517; 78 death claims were paid, 38 of the claims were caused by automobiles, which alone figure \$179,777 in the total of \$392,716.90.

Only one killed while riding on a passenger train. Vital statistics of interest.—*The Sample Bag* (Publication of the United Commercial Travelers).





## Fighting Hot Weather

*One of a series by Life Extension Institute containing the latest and most scientific information on healthful living and the prevention of disease*

WE use this title merely to denote it. At this time of the year the market is glutted with counsel on hot weather hygiene. The implication is often thrown out that there is something peculiarly menacing in hot weather, and that if we can manage to survive it and see the summer through without being injured by the heat, we are rather exceptionally fortunate.

This is altogether a wrong notion to encourage. Our general counsel with regard to summer heat is like the counsel we give for protection against winter cold, *i. e.*, put yourself in good physical trim and then don't worry about it. It is rather remarkable, when we consider the vast numbers of physically impaired and actually sick people we have in the population, that the heat prostrations are so few in number. Most of them are not really chargeable fundamentally to the weather. There has been a lowering of resistance from other causes, and the weather merely steps in and gives the final push.

Professor Huntington has written learnedly and interestingly on the influence of climate on health. He has endeavored to show that there is an optimal or "best ever" climate in which the human organism can thrive to the highest degree. He claims that the most healthful average temperature is 64 degrees and the best humidity 80 per cent. This appears to coincide with the point of lowest mortality for the United States, France, Belgium, Finland, Sweden, South Italy, Japan, Austria, Russia, Scotland and Germany.

Professor McCollum, however, in his recent work, "Newer Knowledge of Nutrition," takes issue to a certain extent with Professor Huntington and is inclined to relate racial stamina and progress to diet conditions. The late

General Gorgas, who was so familiar with the tropics and secured such spectacular results in reducing the death rate in the Canal Zone, was of the opinion that the tropical temperature was no bar to a healthy and vigorous existence. Scientists who have worked in the tropics thoroughly protected from the disease-bearing parasites and micro-organisms that infest these regions have maintained excellent health.

Without attempting to settle these biological problems, we may safely assume that the ranges of temperature experienced in most civilized countries do not carry any particular menace to us individually, if we adopt reasonable means to keep in sound health. This means that the best preparation for either a hot summer or cold winter is to have the body thoroughly examined, all physical defects corrected, diet and exercise properly regulated, extremes of any kind avoided, and then we can give an invitation to the weather to come on and do its worst.

While we do not need to fear hot weather, there is no reason why we should not consider how we can be most comfortable and happy during its continuance. The first requisite is to keep working along and not watching the thermometer. Skip the lurid newspaper accounts of broken heat records. Don't let the hot weather get on your nerves. Forget it in earnest work. A few simple measures will then see you through.

Thirst? How shall it be quenched? Preferably by water, taking a moderate quantity rather frequently. Cool water with a dash of lime or lemon is the best thirst quencher. All the sweet fizz drinks are thirst producers; such refreshment as they give is largely psychic. Start the day with a cool shower or hot and cold shower

alternately, in order to stir up the circulation and refresh the whole body. At night a tepid bath is more cooling and restful and promotes sound sleep.

Diet? There is no particular mystery about it. The foundation of a healthful diet is milk or milk products, green vegetables and fruit. Meat should be taken sparingly.

Bathing? Do not loaf around in the water. Have a refreshing swim and then seek the shade, and do not loll around in the sun accumulating a coat of tan that is not in itself any evidence of good health. Keep the head covered from the sun in intensely hot weather.

A good precaution is to be inoculated against typhoid fever, especially if one is inclined to travel or eat in strange places where there is doubt as to the absolute purity of food and water. The danger from typhoid carriers must also be remembered, people who are not ill with the disease but nevertheless carry the germ in their bodies.

People who show severe symptoms apparently due to the heat should be very carefully examined to find out what is the original cause of their lowered resistance. Mere prostration or faintness is best treated by reclining posture, hot water bag to the feet and aromatic ammonia ( $\frac{1}{2}$  teaspoonful to a wineglassful of cold water). Sunstroke accompanied by unconsciousness and high temperature is a serious condition and requires hospital treatment if this is possible. Attention: ice bags to the head and cold sponging of neck and chest. A doctor should be summoned without delay when any serious condition of this kind is present; and as already suggested, a yielding to heat which average people are able to endure without ill effects always calls for a complete overhauling.

### NOT LOOKING FOR WORK







## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*  
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 Office, Mt. Royal Station, Baltimore, Md.  
 HERBERT D. STITT, *Staff Artist*  
 GEORGE B. LUCKEY, *Staff Photographer*

### Are You always Glad to See Your Boss?

*Mr. Boss, are your men glad to see you?*

The diner was filled and the steward was busy, but not too busy to smile. As he moved here and there among his guests, he had a pleasant word for this one, adjusted the window shade for that one and to all he gave that pleasant "glad to serve you" welcome.

Someone, evidently a Baltimore and Ohio man, beckoned to him.

"Steward," he half-whispered, "did you know that your boss is on today?"

"Oh, is he?" asked the steward, his smile widening into a grin. "Well, that's fine. You know we're always glad to see our boss. He's a fine fellow. He pays us a visit once in a while, and there's nobody we'd rather have come to see us."

### Pick up the Knitting

A young woman at the church sewing society observed that she had completely forgotten how to knit, and that she supposed we had better have another war, so that she might learn again.

Bless her jolly little soul, she did not realize how well she had epitomized the main trouble of the postwar world. We have all forgotten how to knit. When the need was on us the needles flew swiftly and surely in and out. The minds and hearts and actions of all Americans were drawn together as was the yarn. In every Allied country it was the same.

Life in those days had a purpose, and every muscle and every thought was bent toward its accomplishment. Now there are almost as many conflicting purposes as there are people. The interests of no two nations are in agreement. Then men were heroes and most of those left at home self-sacrificing.

There was no unemployment, and for the time it seemed that poverty had been abolished. Railroads, mines, farms and factories were viewed as means to an end rather than the end itself. Flushed with new hope and filled with the conviction that the casualties overseas were not in vain, it was heard on every hand that the world would never slip back into the old petty ways. England, Lloyd George exclaimed, was to be a land fit for heroes to live in. The same thought was in every mind, on every tongue, in every ear.

The spirit of devotion is past. The world has forgotten how to knit and instead is unraveling. The gains of the war are being lost, and a world which might be richer,

is poorer, both in spirit and in goods. The failure is only in part that of the people, and in large measure is the fault of leadership. It is time for statesmen to attend once more to their knitting.

—From the *Omaha Bee*.

### A Prize Nuisance

Of all the nuisances which busy people have visited on them, the chain letter is the worst. For instance, take the following:

#### Good Luck

Copy this and send to nine people whom you wish good luck. The chain was started by an American Officer and should go around the world three times. Do not break the chain, for whosoever does will have bad luck. Do it within twenty-four hours and count nine days and you will have some great good fortune.

Let's all go "SMILING THROUGH" 1922.

A statistician of the *Baltimore Evening Sun* has figured out that if the instructions contained in this paragraph were literally carried out and run through just ten series, 4,013,632,450 persons, or nearly three times the total number in the entire world, would receive it.

The reason they don't all get it is because most people haven't the patience to constitute themselves effective links in the chain. One of the letters which reached this office had already traveled through 28 series of names and you can figure out yourself the approximate billions of individuals who would have been reached had each writer in each series sent out nine letters and achieved the impossible of not having any letter reach any person more than once.

But the fact is that some undeserving folks are spotted oftener than others, as witness two individuals in this office, one of whom has received this thing from six sources and the other from three. With all due respect to the good folks who have thought of us kindly in this connection, we beg to be excused from further participation—even on the receiving end.

The amount of time and materials wasted in sending out such letters is colossal. The individual does not realize it, but just a little dip into the figures will prove it, even if you make the cost of each letter as low as a cent, which is much less than it really is.

And as for the bad luck being visited on the persons who break the chain—well, the number who have already done this is so many that they may have no fear but that they are in an overwhelming and safe majority.

### The Man with a Head Gets Ahead

The man who simply works enough to hold his trade and who argues he is doing enough, shows lack of ambition. He is also stunting his own growth and power to expand. He does even worse; he breeds contempt for ambition. One may be able to "get away with it" for the time being but such luck is not of long duration.

Ideas rule the world of business. The man who plods over his work like an automaton has lost sight of one of the most firm foundations of success. The man with a head gets ahead. We were given a head but no one else can use it for us. No man is born a business man or an engineer or physician. He is placed on earth even as you and I and after that it depends upon himself what he shall be. Instead of doing as little as one can, it is well to try doing as much as possible for there are many bright milestones on the road of duty and many rewards for the man who gives overmeasure in the scale of service. The reward may not be immediate but the



world pays for services rendered. It costs nothing but energy to try the plan anyhow.

It's the set of the sail and not the direction of the wind that guides the ship.

—J. S. CALVERT  
Western Union Telegraph Company

### Creating Passenger Business

There are two ways of getting passenger business. The first is by taking it away from the other fellow. The second is by creating the desire to travel and hence making passenger revenue producing miles.

The railroads have been creating business all during their history. They have implanted in people the desire to travel and see things, and hence in a very special sense have done a big job in making the American people understand each other. And despite the fact that we are a united people, we still need this understanding because the problems in different parts of the country are different, and yet their solutions affect the welfare of the whole nation.

When the New York Central through its advertising brought thousands of people from all parts of the United States to see Niagara Falls, they accomplished a much greater mission than they ever dreamed of. People from the south and west got to know more about their north-eastern countrymen and probably found some uncomplimentary ideas about them quite unfounded. The Santa Fe did the same thing in popularizing the Grand Canyon and the Baltimore and Ohio is doing the same thing with our National Capitol at Washington. It is not only increasing its revenues through passenger travel to this principal shrine of all Americans, but it is sending them back to their respective localities with a broader vision of their country's greatness, a quickened interest in her history and a sublimer faith in her ideals.

At the Naval Academy in Annapolis several years ago the class was required to write an essay on "The three things that contributed most to the defeat of the Spanish Armada."

One daring young man turned in a sheet of paper on which only three words were written.

His "essay" was taken more seriously than he had figured on. In fact, the powers-that-were threatened him with court-martial. He was denounced and given the dickens in particular.

His papers, along with the papers turned in by the other members of the class, were sent to Washington. Word reached the officials there somehow that the young man who had written the ultra-brief essay had been threatened with dire things.

And then there was flashed from Washington this message to the authorities at Annapolis:

"Cancel the court-martial and keep your eye on that young man."

The writer of the essay that had offended the academic sensibilities of his instructors was a marked man after that. Today, says the man who told me this story, and who declares it is absolutely true, this young man is making his way to top rank in the navy.

These were his reasons for the defeat of the Armada: *Seamanship. Marksmanship. Comradeship.*

This little story is recommended to the consideration of men who aver that cooperation in business doesn't mean anything. The last reason especially.

—Jerome P. Fleishman in "Uncle Jerry Says"



### Courage

He was born in 1862 and entered the service of the Railroad in 1887. He has been a good friend of mine during my eight years with the Railroad, and a frequent and valuable contributor to the MAGAZINE. My opinion is that had he taken up the pen of a reporter instead of that of a railroad clerk thirty-five years ago he would have made a fine record as a newspaper man and perhaps a fortune.

Preaching appreciation in the MAGAZINE, we try to practice it and acknowledge with thanks all communications sent to the MAGAZINE office. And so when a few weeks ago an unusually clever and thoughtful paragraph or two reached me over his signature, the next mail took back to him my acknowledgement—a penciled note of the gratitude that I felt. And here is his reply:

My Dear Sir:

Your personal note of appreciation just received. Thank you for your kind encouragement. I would not be human if I did not like praise. Some pretend they are indifferent. Or maybe they are. Not me. For the next 10 days I will be too busy with routine work to send you anything. I have also other troubles—wife sick; must move before April 1; and am an even \$500.00 out on a real estate transaction—five hundred plunks representing five years savings. However I am young still, and equal to such bagatelles.

Yours with regards, etc.,

You can read every page of this or any other magazine and not find anything finer than that!

### The Best Business Policy

"The hardest thing any executive ever has to do," declares Frank R. Chambers, chairman of the board of the Rogers Peet Company, in *Forbes Magazine* (N. Y.), "is to get his people to carry out the policies established by the heads of the organization. Not because they are not willing to, or lack the desire to do what is asked of them, but because they often find it difficult to interpret that fine sense of good feeling which he wishes to pass on to the customer in his desire to render service. There is an intangible element in making people feel you want to do all you can for them, which is impossible to explain to a man in words. You can't *tell* him how to do it, but you can *show* him. If he lives in that atmosphere long enough he is bound to absorb it. He understands by actual experience just the part he is expected to play, and to act that way becomes second nature. We like to have every salesman put himself in the customer's position and frame of mind and then serve him just as he himself would like to be served under those conditions. We don't want to over-preach the golden rule, but the golden rule is good business."





by G.H. Pryor  
Auditor of Disbursements

**Note:**

All puzzles published in this department will be defined, as far as possible, from the *New Standard Dictionary*, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the *New Standard Dictionary*, the name of such authority must be stated at the end of the definition, in parenthesis. ("obs"). Obsolete words will be marked at the end of the definition thus—("obs"). Variant spellings of a word must be marked at the end of the definition thus—("var"). Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

THE answers to the puzzles published in the April issue are:

1. Thought
2. E-very
3. Handcar
4. Butterfly
5. G-rain
6. Ever-y

Correct solutions were received from: Grace Manning, W. E. Madden, John C. Svec, Gertrude L. Kelly, W. T. Ahrens, Walter R. Hedeman, Mary B. Tansill, Charlotte Stibler, L. M. N. Terry, Martelia, Comrade, Primrose, Pearlle Glen, The Major, L. E. Phant, Baltimore, Md.; John Newman, Joaquin, New York, N. Y.; Nanki Poo, O'Kay, Holyoke, Mass.; E. W. Jones, Butler, Pa.; Ray Montgomery, Wilmers, Del.; P. M. Pennington, Cumberland, Md.; Cecil B. Baker, Grafton, W. Va.; E. R. Woodson, K. T. Did, Washington, D. C.; Arty Ess, Scranton, Pa.; Alec Sander, Philadelphia, Pa.; Kappa Kappa, Hawley, Minn.; Dan D. Lyon, New Florence, Pa.; Wee Wee, Brooklyn, N. Y.; Mentor, Chicago; and Gemini, Brooklyn, N. Y.

**NEW PUZZLES**

1. CURTAILMENT (5)

In the crook of mother's arm,  
Clasped secure against all harm,  
Pillowed against mother's breast  
Mother's boy lies down to rest.  
Mother sings a lullabye;  
Sandman, waiting, hovers nigh,  
Little fellow, sandman cheating,  
Lisps, "Your FIRST I can LAST beating"  
New York, N. Y. John Newman

2. SQUARE

- 1—The red-bellied terrapin.
- 2—A salt of oleic acid.
- 3—A covered earthenware vessel in which tea is made.

- 4—(Scot) Crested.
- 5—A star-shaped figure.
- 6—A pea-like scarlet seed of the Indian licorice.  
Washington, D. C. K

3. CHARADE (8)

When it's warm we don't need it,  
When it's cold we do;  
Good for us all,  
Won't let us stay blue.  
Free to everyone,  
Bright as can be  
Will TWO on the clouds  
On land and on sea.  
Keeps the heart light,  
Makes the feet gay;  
Seen in deep valleys,  
On high hills, every day.  
Makes flowers bloom,  
Turns the arms red;  
It's seen in the Spring,  
And after you're dead.  
It's here when you're born,  
Winter, Summer and Fall;  
It's only the ONE

**Mr. Pryor Elected President of the National Puzzlers' League**

At the annual convention of the National Puzzlers' League, held in New York City on July 4, George H. Pryor, our auditor of disbursements and the originator and conductor of this department in the Magazine, was elected president of the league, which numbers 500 members. Mr. Pryor joined the league on July 4, 1883, at its first meeting and has been an enthusiastic and strong supporter ever since.

**Congratulations!**

And the TOTAL—  
That's all.  
Baltimore, Md. W. E. Madden

4. DIAMOND
  - 1—A letter.
  - 2—A kind of lettuce.
  - 3—Kinds.
  - 4—A comrade.
  - 5—(Anglo-Indian) A large decorated pleasure-boat, propelled by paddles.
  - 6—A craniometrical point.
  - 7—(In Greek Antiquity) Any sacred building or enclosure.
  - 8—The kidney (Rare).
  - 9—A letter.
 Baltimore, Md. Comrade

5. ANAGRAM  
HASTE THEE ERIN, SWIFTER!  
I am thinking of Erin to-night, and a little white cot by the sea,  
Where Jennie, my sweetheart, my love, is watching and waiting for me.  
I know she is longing for me, and my heart ever longs to be there,  
To be with her, my darling my own, Sweet Jennie, the flower of Kildare.  
Baltimore, Md. The Major

6. RHOMBOID  
Across:
  - 1—A very abundant New Zealand shrub of the Myrtle family.
  - 2—Greatgrandchildren (Scot).
  - 3—Savage (Rare).
  - 4—A defensive work sometimes raised along the middle of a very wide ditch.
  - 5—Beleaguements.
  - 6—Any one of several astringent extracts rich in tannin.
 Down:

- 1—A letter in "Maryland."
  - 2—The three toed sloth.
  - 3—A decorative piece of plate for the table.
  - 4—Ewers (Prov. Brit.).
  - 5—South American bustards.
  - 6—Classic form of Eolic.
  - 7—A thread fish.
  - 8—(Dialectical U. S.) Stiepers.
  - 9—(Obs.) Negh (New International Dict.).
  - 10—At all events.
  - 11—A letter in "Baltimore."
- Brooklyn, N. Y. Gemini



7. BEHEADMENT (4)

When Princess smiles the skies grow bright  
And stars adorn the darkest night.

The low-hung clouds—so cold and gray—  
Glide quickly by and melt away.  
All worldly ONES TWO lost in flight  
When Princess smiles!

I see her now in fancy's sight—  
A lovely vision all in white—  
Mid flowers that nod their roundelay  
When Princess smiles!

My rhymes grow scarce! Ah what a plight!  
'Tis hard, indeed, for one to write  
A rondeau. Yet why so, I pray,  
When rhymes, in laughing ripples, play  
Within her eyes? The task is light  
When Princess smiles!

Baltimore, Md.

*Martelia*

8. PYRAMID

Across:

- 1—A letter.
- 2—To act as a cad.
- 3—In general, a small piece or part.
- 4—A metal, wooden or leather vessel, used for carrying water by soldiers on the march.
- 5—Dominion.

Down:

- 1—A letter.
- 2—Scotch variant of "call."
- 3—Right of precedence.
- 4—Singing.
- 5—Zante wood.
- 6—In a wide sense, any of the animals constituting the family Cervidae.

7—Brought or taken.

8—Not any.

9—A letter.

Hoboken, N. J.

*Lateo*

9. HEXAGON

- 1—A young woman.
- 2—A starwort.
- 3—Medical name for tin.
- 4—In old English law, a king's councilor.
- 5—In chemistry, same as caprate.
- 6—A sacred musical composition for several voices.

7—A network.

Baltimore, Md.

*Pat Tapsco*

10. SQUARE

- 1—Avoids by suddenly turning aside.
- 2—The East.
- 3—The principal meal of the day.
- 4—The plural of GENUS.
- 5—Force.
- 6—Wanders from the path.

Scranton, Pa.

*Arty Ess*

11. CHARADE (10)

TWO of the West he came  
Yes TWO of the Golden West,  
Though Legions know his name  
ONE his deeds he is known the best.  
At his death the people grieved  
WHOLE the great world wide,  
For freedom's cause he lived  
For freedom's cause he died.

Butler, Pa.

*E. W. Jones*

12. DIAMOND

- 1—A letter.
- 2—A hopping.
- 3—In England, the landed estate of a nobleman.
- 4—Adroit.
- 5—Concentrates.
- 6—Sharp.
- 7—Set again.
- 8—Having the color of red.
- 9—A letter.

Hoboken, N. J.

*Lateo*

13. RHOMBOID

Across:

- 1—To cook in an oven by subjecting to radiant heat or heated air.
- 2—A recessed space or hollow.
- 3—Full of sediment.
- 4—A river in N. W. Germany flowing into the North Sea.
- 5—Emitting an offensive odor.

Down:

- 1—A letter.
- 2—In or as if in contact with the upper surface of.
- 3—The atmosphere.
- 4—A boat with flat bottom and square ends without motive power.
- 5—One who steals.
- 6—In the place of.
- 7—Nevertheless.
- 8—Abbreviation for the smallest state in the Union.
- 9—A letter.

Weston, W. Va.

*Colston Trapnell*

14. CHARADE (7)

The PRIMAL of the flowers,  
Soon will be;  
For frost is painting,  
Each leaf and tree.

The river is burdened each day,  
With a horde of leaves,  
That are sailing away.

Prizes for Best Answers

A copy of the standard book on puzzles, "Key to Puzzledom," will be given to each of the five employees submitting the best answers to the puzzles given in this issue of this Magazine, and having them in the hands of Mr. Pryor by September 1. Only new puzzlers will qualify for this competition, it being felt that the old puzzlers will be glad to leave the field open to the beginners.

As it is unquestionably true that many employees will solve all the puzzles given in this issue correctly, it will probably be necessary for those competing for these prizes to work out an original puzzle, to put him or her in the running. The names of the successful competitors will appear in the October issue.

Grey clouds from the north,  
Are streaking,  
Dull and drear the day.  
Still the leaves go voyaging,  
On their silent way.

Keeping FINAL of spangled glory,  
As they are robbed at each delay.  
Many will be sinking,  
To mix with clay and sand,  
Those left on the COMPLETE voyage  
Shall beach in a distant land.

Wilmington, Del.

*Napoleon*

15—SQUARE

- 1—A famous Roman orator and writer.
- 2—Reflected.
- 3—A girl's name.
- 4—Departure.
- 5—Scotch word meaning dries or cures in the sun.
- 6—A Russian scaport.

Cincinnati, Ohio.

*Wick-o-cincy*

Just Between You and Me

This month we show two new kinds of puzzles, No. 5, the anagram, and No. 9, the hexagon, and a few words of explanation may be necessary to give our readers a hint as to the proper way to construct and solve them.

The "Key to Puzzledom" describes an anagram as: "A transposition of the letters of a word, name, phrase or sentence, by which new words or phrases are formed, having an apposite relation to the original. May be versified or not." In other words, you take a word, phrase or sentence and transpose the letters to make other words, phrases or sentences having the same relation to the original. A good anagram is a beautiful thing and many such have been constructed. On the other hand it is very easy to make a poor anagram and such is the bane of the average puzzle editor's life. Perhaps one of the very best anagrams ever constructed consisted of the two words "They see," the answer being "The eyes." Anonyme, now a famous New York lawyer, composed that anagram and nothing he has produced in his long and honorable career as a puzzler has reflected more credit upon him. A. Blokhed is the author of this one—"A free clan then decided one point," the answer being "The Declaration of Independence." Arty Fishel, a famous puzzle editor, composed this one: "Govern, clever lad," the answer being "Grover Cleveland." If you take the letters in these three examples you will find that by transposing them they make exactly the answers; and that the puzzles themselves have a decided relation to the answers. In our No. 5 in this issue it is quite evident, from the puzzle itself and from the verse that follows, that the answer has something to do with Ireland, and with that hint the solution should be easy.

A Hexagon, as its name implies, is a form puzzle with six sides. The hexagon is made

(Continued on page 23.)





## General Manager Scheer Addresses June Meeting of Baltimore Division Veterans

*General Superintendent Transportation Curren, Superintendent Hoskins and District Master Mechanic Galloway also Speak*

THE June meeting of the Baltimore Division Veterans was called to order by President J. A. Wall, who immediately asked that those present stand for thirty seconds in silent tribute to the memory of deceased Brother Kelly.

After a short business meeting which was participated in by a good many of the members and which evoked much enthusiasm, President Wall called on E. W. Scheer, general manager, Eastern Lines, for the address of the evening.

Mr. Scheer said laughingly that he felt that he had a special right to speak as a Veteran because of the fact that he had been sent a card as an honorary member for the year 1922 and later on had received a bill for dues as an active member, which he promptly paid. (All of which indicates the astuteness of the financial secretary of the chapter, Mr. Harrigan.)

Mr. Scheer spoke enthusiastically of the splendid growth made by the Veterans' Association in the last few years and said that it was the best school of loyalty on the Railroad, a school wherein the members, by the ability which they have demonstrated in various occupations, by their fidelity to the Railroad and by the friendships which they have formed, have become competent instructors in the ideals of loyalty to the Baltimore and Ohio.

He referred to the fact that the Veterans were the moving spirits in the business solicitation campaign inaugurated among them by President Willard during the forepart of 1918 and that it was their enthusiasm and initiative which made the campaign so contagious and so productive of good results to the Railroad.

Mr. Scheer then called attention to the good neighbor ideal which President Willard formulated for the Railroad back in 1916 and which has become more and more a

part of our policy since that time. He spoke of the feeling of pride which he had as superintendent of the Indiana Division when he was first able to give practical application of this Baltimore and Ohio ideal in his territory. He said further that it was his belief that no employe could ever truly say that the executive officers of the Baltimore and Ohio ever maintained other than an attitude of true neighborliness toward the employes of the Company.

Mr. Scheer then developed clearly the thought that the employes of the Railroad, if only from an efficiency standpoint, should have a deep interest in the financial success of the property. He said, for instance, that support and patronage are not given to organizations which are not successful and progressive, and that business and capital will come to the Baltimore and Ohio in proportion to the showing it makes as a prosperous organization. He mentioned further the fact that through the large holdings which life insurance companies, banks and other fiduciary organizations have in the securities of railroads in the United States, probably fifty million Americans have a direct financial interest in the success of the railroads and that for that reason the prosperity of the railroads is a matter of paramount importance to the citizenship of the country as a whole. If the railroads earn a reasonable return on their operations, they can pay fair dividends. These, in turn, go to the great fiduciary organizations of the country and are distributed in the form of interest on savings, sharings in participating policies, the lowering of premiums, etc., etc.

Mr. Scheer then pointed out a number of ways in which the employes of the Baltimore and Ohio could contribute to its prosperity; how, for instance, a saving of five cents a day on the part of each employe would mean the saving of a million dollars

a year on the whole railroad; how large sums can be saved by a very careful handling of trains with consequent cutting down in our loss and damage payments; how a two per cent. saving in coal consumption would result in an actual saving of \$334,000 a year.

He emphasized the fact that whereas by soliciting a dollar's worth of business an employe only puts about twenty cents into the treasury of the Company, because it costs eighty cents to handle that dollar's worth of business, he can by actual saving in the ways suggested, put into the treasury the full amount of money saved.

He said that the Baltimore and Ohio, in common with other railroads, is still behind in its maintenance program, that plans for many improvements are but awaiting the necessary funds to cover construction costs and that much of the money which is saved will be applied to these maintenance and construction purposes with the result that there will be more employes in the service, a bigger payroll and more and more opportunity for the men in the ranks.

President Wall then called on Superintendent Hoskins of the Baltimore Division.

Mr. Hoskins expressed his appreciation for the fine support being given him by the men under his supervision and especially because of the fact that the Baltimore Division occupied second place in freight train efficiency. He said that he knew the men working with him well enough to be sure that they could boost the division's standing another point and put it into first place.

He mentioned the fact that by their careful handling of locomotives in smooth stopping and clean firing, our engineers and firemen are contributing substantially to the increase in our passenger business; and that by the uniform courtesy which is being shown by our train service men, the Baltimore and Ohio is constantly attracting a larger patronage.

He made a special plea for intensive supervision of the little things, mentioning hot boxes as an example. Of these there were 41 in one week on the Baltimore Division, each one causing an average delay of 21 minutes. Such delays are extremely expensive; they can be largely cut down with resulting prosperity to everybody connected with the Railroad.

In concluding, he acknowledged gratefully his appreciation of the support and fidelity of the Veteran employes under his jurisdiction.

Mr. Hoskins was followed by W. G. Curren, general superintendent transportation, who said that he had been an honorary member of the Veterans for some time, that unlike Mr. Scheer he had never been called upon to pay any dues, and that in lieu of this fact he stood ready to hand over his check for \$25.00 to the treasurer of the chapter for whatever worthy purpose the Veterans wished to use it. Naturally this announcement created great enthusiasm.



Following Mr. Curren, District Master Mechanic A. K. Galloway thanked the Veterans for electing him an honorary member. He said that he was always glad to get an old timer into his department because of the stabilizing influence which he exerts and the enthusiasm and loyalty which he promotes. He said that he had come to Baltimore as a stranger several years ago and that few things had been more clearly impressed on his mind than the fidelity and ability of the Veterans.

It was then announced that the entertainment part of the program would be started immediately in the concert hall above and the Veterans adjourned to meet their wives and families and hear the following enjoyable numbers:

- Song and Dance ..... *Miss Elane Fladug* (aged 8)
- Sailors Horn Pipe.....
- Masters Vernon Batzel and Earl Gordon*
- Radium Dance..... *Miss Lucie Shugard*

- Songs.... *Miss Elizabeth and Vernon Batzel*
- Saxophone Solo..... *Mr. Fred'k Gempp*  
(Office of Chief Engineer)
- Duets..... *Misses Meryl and May Harris*
- Buck and Wing Dancing... *The Dancing Dolls*
- Baltimore "RAMBLERS" Orchestra:—  
*Prof. H. Roland Thorn*.....Violin  
(Office of Chief Engineer)
- LeRoy Hendricks*.....Pianist
- Frank Denninger*.....Drummer
- Roland Pumphrey*.....Cornet
- Fred'k Gempp*.....Saxophone

Among those present beside the speakers above mentioned, were: R. B. White, general superintendent; C. A. Mewshaw, passenger train master; J. W. Smith, assistant train master; J. J. McCabe, assistant train master; J. J. Swartzback, chief train dispatcher; J. P. Hines, master mechanic, Philadelphia, Pa.; F. W. Fritchey, master mechanic, Riverside; John W. Cavey, road foreman of engines.

of the living. And he quoted the inspired poem of Browning "Abou Ben Adhem," whose chaste beauty breathes forth the spirit that service to our fellow men is the best way to show Christian character.

One of the musical features was a trio sung by Miss Margaret Frischkon, Mrs. O. A. Wood and Clarence H. Bloom.

The railroaders were welcomed to the church on behalf of the congregation by C. H. Bloom. John F. Shafferman, supervisor and an active spirit in Baltimore and Ohio activities, led the singing.

After the services the officers of the Railroad, whose participation in the proceedings was much appreciated by the veterans were taken in automobiles to various points of interest in and near Fairmont.

### In the Realm of the Riddle

(Continued from Page 21)

in several shapes but our No. 9 in this issue is built in this form:

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O O O O
O O O O O
O O O O O O
O O O O O O O
O O O O O O
O O O O

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The first horizontal word of four letters reads exactly the same as the first up and down word, of course, of the same number of letters. The second horizontal word of five letters reads exactly the same as the second perpendicular word and so on with the 3rd, 4th, 5th, 6th and 7th.

E. W. Jones, cashier, Freight Station, Butler, Pa., sends in a complete list of answers and also contributes a neat charade.

Ray Montgomery, store helper, Wilmere, Del., who has adopted the *nomdeplume* of "Napoleon," also makes a contribution as well as submitting a complete list of answers.

P. M. Pennington, crossing watchman, Cumberland; Walter R. Hedeman, Mechanical Engineer's Office, Baltimore, Miss Mary B. Tansill, secretary to chief clerk to superintendent Telegraph, and Miss Charlotte Stibler of the Magazine office, all evince quite an interest in the department and are offering support that is very encouraging.

We need some flat puzzles, such as beheadments, curtailments, deletions, transpositions, etc. There certainly must be a number of good versifiers in the great big Baltimore and Ohio family who can write such puzzles and write them well and we would like to hear from these folks at an early date.

The copies of "Key to Puzzledom" offered as prizes by the editor of our MAGAZINE are well worth striving for and are bound to prove both interesting and helpful to any one interested in puzzling.

Wick-o-cincy, the author of No. 15 in this issue, is J. H. Wickham, secretary to the assistant superintendent of Dining Cars at

(Continued on page 26)

## Fairmont Auxiliary Named in Honor of General Superintendent J. M. Scott

By Mrs. Harry Fleming, Treasurer

ONE of the largest and best meetings in our history was held on May 20.

After a brief business session the 175 persons present turned their attention to the entertainment program, which started with the formal naming of the auxiliary, "The J. M. Scott Auxiliary," in honor of the general superintendent of the Wheeling District.

Mr. Scott responded in an appropriate address, expressing his appreciation of the honor, and telling the women veterans how they can help make their men folks happier and better members of the Baltimore and Ohio family. He also presented the auxiliary with a bit of paper which is going to enable the ladies to realize one of their hearts' desires, namely the purchase of a set of china for their repasts—and then some. Mr. Scott's generosity and his great interest in all that pertains to the welfare of the Veterans and their families are well known in his district.

Superintendent Holverstott of the Monongah Division, and A. F. Heffner of Fairmont also made interesting addresses, as did Mrs. F. M. Howard of Newark, Ohio, the grand president of the Auxiliaries, who was a welcome guest. The complete program follows:

- America by the audience.
- Placing the flag by Mrs. H. Fleming.
- Address by Mrs. F. M. Howard.
- Piano duet by Mrs. Warder Tutt and daughter.
- Presenting corsage bouquet to Mrs. F. M. Howard.
- Solo by Miss Lucile Stealey.
- Address by J. M. Scott.
- Address by Arnold Lloyd Heffner.
- Solos by Frank Jordon.
- Solos by Douglas Fleming.

Address by B. Z. Holverstott.

Trio by Don Adams, piano; Miss Louise Fletcher, violin; Gleen Thrash, mandolin.

Reading by Miss Ruth Baldwin.

Vocal duet by Miss Naomi Heffner and Miss Ruth Wilson.

We are glad that we can say that all the entertainers on our program are "Baltimore and Ohio." It is not necessary to go outside our organization for talent, no matter what we wish.

Because of the illness of Grand Vice President J. M. Garvey, Grand Vice President Mrs. Garvey was unable to be with us.

Our Veterans' Chapter and Ladies' Auxiliary are growing fast; all are loyal members of the Baltimore and Ohio family, and we expect to do still bigger things in the future.

### Memorial Service at Fairmont

THE Annual Memorial Service of the Fairmont Veterans was held in Grace Lutheran Church of their city on June 18. The sermon was preached by the pastor, Rev. Roy J. Meyer, who made a strong appeal for the upholding and following of Christian ideals in Railroad life.

The Railroad was represented by E. W. Scheer, general manager of our Eastern Lines. He said that it was a privilege for him to be present to honor the memory of the Veterans who have passed on, and mentioned the many fine friendships which he has had among the old guard in the Railroad family, men who are now gone, but whose counsel and inspiration he still cherishes. He said that there is no better way in which we can honor the memory of those who have finished their work in this life, than to do our utmost for the happiness, welfare and safety



## For a Diamond Ring and a Gold Watch

*Joseph Beel Says that Popularity Contest Was Crowning Feature of Cincinnati Employes' Picnic*

ON Saturday, May 27, 4756 Baltimore and Ohio employes, their families and friends gathered at Cincinnati's famous recreation center, Chester Park, and enjoyed the second Annual Outing given by the Cincinnati Terminal employes, General Manager Begien having granted a half holiday in order that all could attend.

Arrangements for the outing were made by a committee consisting of Messrs. Joseph Beel, chairman; J. J. O'Donnell, W. C. Fisher and W. J. Maloney. Much credit for the success of the picnic was due to their untiring efforts in arranging in detail the program for the day—first, a popularity contest, and second, an elaborate athletic program, followed by a grand euchre given under the auspices of the Veterans' Association.

A primary election was held prior to the outing and the employes selected by ballot, four men and four women candidates to compete in the popularity contest.

Results of the primary election showed the following names: Misses Edna Orr, Clara Schulte, Willa Mobberly and Bertha Goetz; Messrs. H. S. Stansbury, Phil Koth, E. J. McGinnis and J. D. Shoemaker. Through the courtesy of the management of Chester Park, arrangements were made to have tickets presented for each candidate, tickets to serve as an admission tender to the Park on the day of the outing; the lady and gentleman candidates receiving the largest number of votes to be awarded the popularity contest prizes.

Considerable enthusiasm was manifested in the election, which resulted in the selection of Miss Edna Orr, secretary to master mechanic at Ivorydale, and H. S. Stansbury, car foreman, Storrs, as the most popular employes. The final result was as follows: Miss Edna Orr 1151, Miss Clara Schulte 831, Miss Willa Mobberly 723, Miss Bertha Goetz 555; H. S. Stansbury 610, Phil Koth 545, E. J. McGinnis 309, J. D. Shoemaker 32.

The second important feature of the program for the day was the athletic program which developed the fact that there are some good athletes in the Cincinnati Terminals. Many humorous features were added such as Egg Rolling Contest, won by Mrs. E. Schmalz; Ladies Running Race, won by Miss Clara Schulte; Misses Running Race, won by Miss E. Allison; Peanut Rolling Race, won by Miss G. Wehage; Fat Men's Running Race, won by R. A. Seiler; Men's Running Race and Hop, Step and Jump, Standing and Running Start, won by W. McKenzie; Fat Men's Hop Race, won by D. E. Todd; Tug of War, won by H. Oldenburg and B. Marsand; Ladies' Marksmanship contest, won by Miss Margeret T. Stevens, of Baltimore; Gentlemen's Marksmanship Contest, won by W. W. Bybee.

The Prize Waltz was won by George Bohart and Miss Carrie Buns. The Baby Contest was won by Miss Ruth Dearwester.

A Penny Scramble, running races, sack races and three-legged races for boys and girls were arranged and participated in by the young hopefuls. Many other prizes were carried away by the Veterans, for whom a special program was arranged.

Invitations were extended to officers and employes of connecting divisions, but few were able to take advantage of this big day. We were especially glad to have General Manager Begien with us. He participated in the Men's Marksmanship Contest, which developed that Mr. Begien is a better railroad man than marksman.

Felicitations were received from C. W. Galloway, vice president Operation and Maintenance.

### Observations from the Gyroplane

Said Beel to Maloney, "I never did see Such a crowd as the one that's coming, did ye?"

Then up spoke O'Donnell, with double-quick action, "They can't help it, Joe, when you're the attraction."

"Who? Me?" asks Beel, blushing, "but I can't quite figger How to handle the prizes if the crowd gets much bigger."

Said Yardmaster Fisher, "Oh, Joe, you're a dandy!

Just hand the men cigars and give the girls candy."

Mr. and Mrs. J. H. Meyers and daughters, Helen and Margaret, and their friends, arrived in the evening to enjoy a good time. Come earlier next year "Jack," and let Margaret win the Baby Beauty Contest.



Miss Edna Orr, winner of handsome diamond ring in popularity contest

Terminal Agent and Mrs. C. E. Fish and their friends enjoyed a pleasant day.

Assistant Chief Clerk Frank Nock was there, in front of the club house promenade. Frank, the Ladies surely enjoyed your presence.

Brother West figgered in a skip, jump and hop,

He made such a start he was unable to stop; Then came Brother Allison, our Safety agent,

But when the girls tumbled, Bro. Allison had went.

C. J. Cleary, R. B. Fitzpatrick, J. M. Shay, W. P. Abbott, W. L. Morton, J. M. Burke, F. L. Hall and others were conspicuous by their absence. Don't forget to use your free tickets next time.

Timekeeper Eddie Schmalz, Superintendent's Office, and family were on hand early, partaking of scrambled eggs after Mrs. Schmalz had won the Egg Rolling Contest.

Chief Block Dispatcher D. E. Todd tried everything in the park, including the merry-go-round. Such a headache!!!!

Frank Ruwe, with Bill Bybee and Willie Richter, were caught at the back gate selling free tickets.

E. J. McGinnis fainted after the Running Race—his girl was there. Guess he knows how to play the sympathy act.

Misses Weber, Herron and Stevens started well in the Misses Running Race, but—no need to talk about it.

'Twas three by my Ingersoll when the ladies' race began,

You could hear the beating of their hearts, as only girls' hearts can,

But hardly had they started forth when three went sprawling out,

One was thin, and one was small; the third one was quite stout.

The doctor came a-running with a quart of iodine

And forty yards of bandaging. He dressed them up quite fine;

But Clara dear, who'd won the race, rocked in her acquisition,

Declaring that this fall of three quite changed her disposition.

"At any rate," quoth Allison, "'twas worth ten cents admission."

Mrs. Mabel Schatz clamored among the children following the free vaudeville performance. Mabel, this was a Baby Beauty Contest.

Jim Flanagan, as usual, came in the back gate, all smiles, saying he got a dime for the other ticket he had.

T. J. Murphy, chief clerk to superintendent transportation, was on hand but his candidate did not win. This is not Tom's fault; he did his best.

Miss Erma George, telephone operator, was there with bells on. Anybody needing a campaign manager, call Erma.

"Miss Weber," said someone, here's a nice can of lard,



Do you know why you won it? Now try to think hard."

"Don't know," quoth sweet Katharine, as her eyes drooped from sight, "But 'twill appease my dear mother when I get home late tonight."

E. B. Russell, assistant to general manager, and Mrs. Russell were on hand early and enjoyed themselves immensely.

L. A. Cordie, agent, was accompanied by a lady, probably his??? Larry you're way out there. Congratulations!

Why did E. J. McGinnis and Miss Clara Schulte find so much enjoyment in the Silvery Subway? It is no puzzle since they were caught holding hands a few days before the outing on a similar evening's enjoyment.

In perfect harmony with the big day the management at Chester Park had the

miniature railroad engine re-decorated and it bore the name of Baltimore and Ohio. In addition to this, the large poster advertising the coming "No Crossing Accident Campaign" was in a conspicuous place. John Longdon was in charge of engine.

Did you see Colonel Martin, who owns Chester Park?

He held a reception from noon until dark.

We took an excursion around the lake and before we whistled out we observed basking themselves in the sun, two couples—The P. S.'s, Miss K. E. Weber and W. S. McGinley intently absorbed in each other, unaware of the piercing rays of the afternoon sun. We also saw Miss C. P. Schulte and her friend apparently so interested in each other that they were unaware that they were receiving a coat of tan. No stop was made

at the Honeymoon Express station. When we slowed down for a 19 order, we saw Gertrude Wehage, Marie Hughes, Marie Oliver and Ruth Kittle, and four gentlemen, all making a quick exit from this rollicking concession. A stop was made at the Silvery Subway, and when our party was looking out over the "Bay of Biscay" a gondola passed and Oh!! what we thought we saw! But Juanita Bates and Ethyle Distler say that Eddie McGinnis and Francis Galvin—oh, well, since we are wrong, what's the use?

A free vaudeville was a feature quite fine, But give me the show of the babies for mine; There were Mary and Frances, and Louis and Pete,

And two dozen others, all dimpled and sweet.

At last Brother Fisher declared each a winner,



LOOK AT 'EM! THEY HAD A BIG TIME AT THE PICNIC

1. A group of babies who were entered in the "Baby Beauty Contest." 2. A group of girls from the Terminals: (standing) Juanita Bates, Ruth Kittle, Ethyle Distler, Clara Burke, Marie Oliver, Gertrude Wehage, Marie Hughes; (sitting) Bertha Goetz, Kathryn Weber, Clara Schulte and Helene Herron. 3. Winners in the "Baby Beauty Contest"—First prize, Ruth Dearwester; second prize, Louis Schooler, and third prize, Helen Feldkamp. 4. Contestants in the Men's Running Race—Eddie Schmalz, Stewart McKensie, Francis Galvin and Eddie McGinnis. 5. The Organizing Committee and the general manager; W. J. Maloney, Joseph O'Donnell, Joseph Fisher, R. N. Begien, general manager, and Joseph Beel. 6. Safety Agent W. L. Allison carried a carload of Cincinnati "peaches." Too bad the photo didn't show them. 7. Claim Investigator J. S. Barnet and Chief Train Dispatcher D. E. Todd (winner of Fat Men's Hop Race). 8. Group of future railroaders, who ran in the 3-legged race. 9. The Safety Bulletin played a prominent part, even on the little railroad train that ran around the lake. 10. Contestants in Hop, Step and Jump, running start: W. L. Allison, O. E. West and S. McKensie. 11. Contestants in Fat Men's Running Race: P. Marsland, H. Oldenburg, R. Siler, and S. L. Dearwester. 12. Contestants in the Tug of War: S. McKensie, James Riley and H. Oldenburg



As he, as a judge, became forty pounds thinner.

At the Dancing Pavilion we took coal and water and made a few observations—Frank Carner and his daughters, Miss Helen Herron, Miss Bertha Goetz, Lucille Baumgartner, Grace Walsh and many other exponents of the dance tripping lightly over the floor.

Then on with the euchre that the Veterans played, There were prizes galore, and none was dismayed; Give Miss McMorrow and Joe O'D. the glory, To tell how they managed would make a long story.

The regular stop was made at the "Bathing Beach" when the party was given a thrill—John Quinlan and Charles Layman, yardmasters, were doing a high diving stunt in five feet of water.

"Do you know, Brother Mannix," said Brother Hopkins that night, As the two slowly ambled by the lakeside so bright, "When I see these fast travellers, the racer and whip, I've a mind to give these old Veterans the slip; Some day, when I'm sure none of them can be found, I shall ride on the racer and the merry-go-round." "Oh, I don't know," quoth Mannix, they're such silly toys—

"But I have to ride them, to please my three boys."

The last stop was made at the Derby. Here we found Phil Koth, H. S. Stansbury, Bob Boyle, and several other "also rans," trying to bring a tin horse under the wire first—and win a box of candy. However, it took Jim Fallon to turn the trick and he was last seen pushing the hand car loaded with candy boxes in the direction of Oakley.

Did you see Mr. Begien, our famous crack shot?

He aimed at the bull's-eye and kept it quite hot,

Though he won not first place, he said with a smile,

For this box of cigars I'd walk half a mile. Said good Mrs. Beel as she proudly surveyed

Her card and then read of the record she'd made,

"Oh, I'm a crack shot; I'm practised, I guess.

I've been shooting the bulls' eyes all over my dress."

As we passed Hilarity Hall we saw Bob Jennings and the three little Jennings doing the "Wiggle Woggle," and from all appearances they had much trouble in maintaining their equilibrium. We pulled into the station on time. Many thanks to D. E. Todd, who was acting dispatcher, Bill Robinson, who was trainmaster pro tem, and, last but not least, our faithful conductor, Bill Fisher, who accepted only cash and refused passes on this trip.

has been an organized parish for over 200 years, and although the church building has been remodeled from time to time, the thought of antiquity clings to it still. Here on May 27 sorrowing relatives and fellow Veterans carried the mortal remains of Engineer Doyle and after a solemn burial service, reverently laid to rest this Veteran of so many years' service.

There on the mountain side, amid the flowers and green trees of summer and the frost and snow of winter, overlooking the beautiful Potomac Valley, lies this old cemetery. Headstones date back over 200 years, a fitting burial place for such a Veteran. There will not be a mighty granite shaft erected to mark the resting place of a great statesman, nor yet a marble tomb to mark the grave of a king of finance, but to the memory of "Eddie" Doyle, humble rail-roader that he was, there is a monument more wonderful than any of marble or granite.

Whenever a palatial passenger train swings through the Potomac Valley, a heavy freight train loaded with the world's commerce rolls east or west, or a long train of empties wends its way to factory, mill or mine—aye, so long as there is a wheel turning in this Potomac Valley there will be a monument to "Eddie" Doyle. Posterity cannot erect a greater monument than the Railroad whose growth marked the epoch through which he lived. The earthly temple has returned to dust but the immortal soul has returned to its Maker, there to enjoy the blessings of the Redeemed.

## Death of Edward B. Doyle

*Said to be the Oldest Employee of Baltimore and Ohio*

*By W. L. Stephens*

ON May 25 at his home at Orleans Cross Roads, W. Va., Pensioned Engineer Edward B. Doyle passed into the great beyond. He was the oldest Veteran enrolled in the Martinsburg Association, and probably the oldest on the Baltimore and Ohio. Born in the first quarter of the Nineteenth Century and living well into the first quarter of the Twentieth Century, his life reads like a romance.

Edward B. Doyle was born in Ferrybank, County Kilkenny, Ireland, March 21, 1824. At the age of seventeen he came to New Foundland and shipped on a fishing schooner, for five years following a seagoing life. Leaving the sea he went from New York to Baltimore to Boston and from there went cross country to Reading, Pa., and learning of the construction work on the Baltimore and Ohio, came to Orleans Roads and secured work as a trackman in 1854.

For thirteen years he continued as a trackman. In July, 1867 he was promoted to fireman on the division extending from Martinsburg to Piedmont, W. Va. Five years later he was promoted to engineer

and for 28 years ran an engine for the Baltimore and Ohio. Many are familiar with him, especially as the boss of old Camel Engine No. 112.

In 1900 he was placed upon the pension list and thereafter lived quietly at his home at Orleans Roads, W. Va.

When "Eddie" Doyle entered the service of the Baltimore and Ohio, railroading, not only on our system, but in the world, was in swaddling clothes. The tracks were wooden stringers with strap iron for rails. Engines and cars were diminutive in size and all facilities were in the pioneer stage of development. Contrast this with the world's mighty transportation systems of today and one can get a conception of what must have been the retrospection of Engineer Doyle as he looked back over the years of his long life.

He started his career on the water and after a long and eventful landsman's life, fate decreed that he should take his last earthly ride over the quiet waters of the Potomac River in a primitive skiff to the Catholic Church at Little Orleans, Md., of which he had long been a member. This



Edward B. Doyle

### In the Realm of the Riddle

*(Continued from Page 23)*

Cincinnati. He is to be congratulated on the neat piece of work he has turned out as a first effort. I have no doubt we will hear more from him in the future.

Lists of solutions to the puzzles published in this issue must be in my hands by September 15. The answers, together with a list of the solvers will be published in the October issue.



## New Prize Offerings by Baltimore and Ohio to Members of Boy and Girl Clubs for Club Extension Work

THIS year the Baltimore and Ohio is offering two premiums of \$100 each in each of the following States: Illinois, Indiana, Ohio, Pennsylvania, Maryland, West Virginia and Virginia. The premiums are available to the Boy and Girl Club members in those counties traversed by our lines.

These premiums will be awarded to the boy and girl in each state who, during the calendar year 1922, do the most efficient or outstanding work in Boys and Girls Club work, such as is comprised in corn, potato, poultry, pig, calf, sewing and canning clubs, in fact every kind of club project approved by the State Agricultural College, and carried on under their supervision. The judging will be done by members of the Extension Service of the respective State Agricultural Colleges, but the Baltimore and Ohio requires the following of the winners:

Each winner will supply the Baltimore and Ohio with a carefully prepared report of his or her Club work, giving both cost and production figures, the report to be illustrated with adequate photographs and accompanied with a picture of the winner.

The winner may use the \$100 premium for either of two purposes. It may be used for scholarship purposes at the State University, provided the winner can so use it within twelve months from the date the premium is awarded. The alternative is to use the \$100 to defray the expenses of a week's educational trip, which trip will be properly planned and chaperoned by representatives of the Company.

The winners from West Virginia, Virginia, Maryland and Pennsylvania who choose the educational trip, will be taken to Chicago during the first week of December to see the great International Livestock Show.

The winners from Illinois, Indiana and Ohio will be taken for a week's trip to Washington, D. C., the national capital, where it is planned that they will meet the Secretary of Agriculture, and see the many points of interest in and around Washington.

The poster announcement of this contest appears on the bulletin boards in our passenger stations, in the offices of the county agricultural agents, banks, chambers of commerce, rural high schools, and offices of the township trustees.

### Poultry Extension Campaign

In addition to the foregoing, the Baltimore and Ohio is actively engaged in a Poultry Campaign in southern Illinois. Poultry is one of the three factors, which have made farming profitable in southern Illinois, and the Railroad has adopted a plan in cooperation with the Agricultural Extension workers of the State University to stimulate greater interest in this industry.

O. K. Quivey, general agricultural agent, has held numerous conferences with the county agricultural agents of Illinois, with the director of extension, state club leader and representatives of the Poultry Extension Department, and the program agreed upon is being carried out in the fourteen Illinois counties traversed by our lines.

The state leader in Boys and Girls Club Work was authorized to announce that the Baltimore and Ohio would furnish three egg settings, or a total of 45 eggs, from purebred, registered hens, to each of ten boys or girls in each of the fourteen counties. Club members of each county were asked to make application to the county agent, and from those applying the county agent selected the ten, who by their work in the past, were best qualified in his opinion, to carry the project through successfully. It was then agreed that each Club member should offer an equal number of market eggs in exchange for the setting eggs. This was done on the theory that one does not appreciate that which he gets for nothing and that the Club members would have a deeper interest in the project if they felt that they had put up something tangible in order to secure the settings from purebred hens. White Rock was the breed selected, because it was desired to use a dual purpose breed, equally proficient in production of both meat and eggs.

The program further provides that a county poultry show will be held next fall, at which each contestant will be allowed to enter a pen of his best five birds, consisting of four pullets and one cockerel. Six county prizes have been offered by the Railroad to the participants in each county as follows:

first—\$5; second—\$4; third—\$3; fourth, fifth and sixth—each a copy of Lippincott's Poultry Husbandry.

At the conclusion of the county shows, General Agricultural Agent Quivey will arrange for a state show at some central point, probably Flora, Illinois, at which the winners of first and second place in each of the county shows will be eligible to enter their pens of poultry. The winner at the state show will be awarded a premium of \$100, which may be used in either of the ways above outlined for the other contest.

One of the first results of the Baltimore and Ohio Poultry Campaign was the enrollment of several times as many Club members in each county as the Baltimore and Ohio was able to furnish with egg settings, and in order that these children might not be unduly disappointed, the poultry producers in the various counties organized and duplicated the plan as outlined by the Baltimore and Ohio R. R., offering to furnish egg settings to those applicants not supplied by the Baltimore and Ohio and on the same basis as offered by this Company. The Baltimore and Ohio in turn agreed that the Club members provided locally with egg settings should be eligible to compete at the county shows and the state show with those Club members which the Railroad had furnished with egg settings.

This attractive campaign will be far reaching and lasting in its effects, and the cost is negligible in comparison to the returns to the Club members, to the poultry industry, to the community, and to the Baltimore and Ohio Railroad.

It will also be of interest to employes and friends of the Baltimore and Ohio to know that the encouragement which has been given Boy and Girl Club members by the scholarships, has since been duplicated by not less than five other great trunk lines.

## Why Place Rolling Equipment Near Fire Hazard from Adjoining Property!

During April, 1922 fires cost the Baltimore and Ohio an estimated amount of \$16,446.38. Seven-eighths of this damage—approximately \$14,000 worth—originated from adjoining property, their being three fires of \$3,000, \$7,000 and \$4,000, in round figures, from this cause. And about \$7,000 of this amount was damage done to rolling equipment.

It is possible that under certain conditions it is necessary to place rolling equipment on tracks where there is a fire hazard from adjoining property. But it is improbable.

The \$7,000 lost in these two fires to rolling equipment would have bought outright four of the latest type steel gondola cars, with enough left over to pay a car repairer for six months' service. And the money earned by these cars would mean the possibility of employment for other men now out of the service.

Fire prevention, like all other efforts on the Railroad to protect private property, is of mutual benefit. It helps the Railroad and it helps us employes.

Please keep rolling equipment away from the fire hazard of adjoining property.



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
C. H. CRAWFORD.....	Yard Brakeman.....	Glenwood, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

### Motive Power Department

L. A. CATHER.....	Machinist.....	Fairmont, W. Va.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
J. S. PRICE (deceased).....	Account Clerk.....	Newark, Ohio.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

### Statement of Pension Feature

Employees who were honorably retired during May, 1922, and to whom pensions were granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Acton, Joseph.....	Carpenter.....	Motive Power.....	Ohio.....	21
Callan, Thomas.....	Blacksmith.....	Motive Power.....	Wheeling.....	38
Dugan, Michael.....	Boilermaker.....	Motive Power.....	Cumberland.....	52
Eckman, William H.....	Signalman.....	Signal.....	All.....	36
Hession, John.....	Engineer.....	Conducting Transportation.....	Monongah.....	54
Hough, Jacob.....	Car Inspector.....	Motive Power.....	Toledo.....	46
Ittner, John G.....	Machinist.....	Motive Power.....	Baltimore.....	36
Jefferys, Jacob P.....	Check Clerk.....	Conducting Transportation.....	Monongah.....	32
Maloney, Robert.....	Brakeman.....	Conducting Transportation.....	Chicago.....	33
Miller, John T.....	Tender Repairman.....	Motive Power.....	Baltimore.....	42
Sapp, Lewis, M.....	Water Station Repairman.....	Motive Power.....	Chicago.....	41
Sauerhoff, Henry D.....	Tinner.....	Motive Power.....	Baltimore.....	24
Singletery, Anson R.....	Engineer.....	Conducting Transportation.....	Akron.....	32
Sponseller, Solomon B.....	Carpenter-Foreman.....	Motive Power.....	Cumberland.....	41
Thayer, Charles W.....	Pipeman.....	Motive Power.....	Cumberland.....	41
Van Cleaf, Charles H.....	Pumper.....	Conducting Transportation.....	Baltimore.....	32
Wilson, Plymon.....	Engineer.....	Conducting Transportation.....	Pittsburgh.....	33

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1921, \$367,795.95 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to April 29, 1922, amount to \$4,758,611.40.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Bollinger, Thomas W.....	Machinist.....	Motive Power.....	Illinois.....	May 16, 1922.....	41
Doyle, Edward B.....	Engineman.....	Conducting Transportation.....	Baltimore.....	May 25, 1922.....	46
Fulton, William.....	Machinist.....	Motive Power.....	Baltimore.....	May 19, 1922.....	44
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# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine;  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

GOLDSMITH—"The Deserted Village"

## William H. Eckman

William H. Eckman, pensioned signalman, has had a variety of experiences since he began work with the Baltimore and Ohio.

Born on June 8, 1849, Mr. Eckman attended public school, high school and business college. In 1876 he secured a position with the Chesapeake and Ohio Railroad at Richmond, Va. He remained here until 1886, when he came to work with the Baltimore and Ohio as yardmaster, East Side, Philadelphia. Later he was transferred to Canton and Bay View as yardmaster and general yardmaster. Eighteen years later he entered the signal department, under Mr. Patenall, as blacksmith. Since that time he has held the following positions in that department: assistant foreman, foreman, laborer, assistant foreman, blacksmith, blacksmith helper, signalman. It was from the Signal Department that he was pensioned.

In his 36 years of service he has seen many changes and improvements. When he first went to Philadelphia, the rails were laid only to Wharton Street, and Mr. Eckman remembers when we went over the Schuylkill River only twice a day. Our freight from Philadelphia was barged from Point Breeze on the Schuylkill to various piers on the Delaware. He piloted the first passenger train out of 24th and Chestnut Streets. He and the late John Ed. Spurrier, together with John Clayton, took the first freight train through Fairmont Tunnel. Mr. Eckman says:

"It was a stormy night, and I don't think that I ever saw it snow harder.

"I served under five superintendents on the Philadelphia Division. Canton was the terminal of the Philadelphia Division, and all passenger and freight trains were sent to Locust Point by barges, and the barges sent from Locust Point to Canton. There were busy times in those days. You didn't see any loafing.

"I have a number of good letters from various officers, commenting on some of the work which I have handled.

"I have known of over 1500 being ferried between Canton and Locust Pier in 24 hours, not counting passenger trains. I was also among the first to take freight trains through the Belt Line Tunnel. The Grand Army movement to Washington was one of our busiest times; at that time we had passenger trains lined from Canton to Bay View, waiting to be ferried to Locust Point.

## John W. Underdonk

John W. Underdonk, pensioned trackman, was born in Jefferson County, W. Va., on January 8, 1851.

He entered the service of the Baltimore and Ohio on the east end of the Cumberland Division, Section No. 6, on May 1, 1881. Here he worked faithfully under five different foremen. In 1910 he was made trackman, in which capacity he worked until seven months before his retirement.

Mr. Underdonk was always willing, always on the job; his work was never too hard, he never complained. He regrets that he is unable to continue with the railroad which he loves—the Baltimore and Ohio. He is a faithful member of the Baltimore and Ohio Veterans' Association.

(Continued on page 72)



THREE CHEERS FOR THESE OLD TIMERS !

Their names have been placed on the retirement list. 1—Robert T. Harris. 2—John Hession. 3—William H. Eckman. 4—Jacob P. Jeffries. 5—Solomon B. Sponseller. 6—John W. Underdonk. 7—Michael J. Dugan. 8—George J. McKensie.



# Women's Department

Edited by MARGARET TALBOTT STEVENS

## Fairy Beautiful and Mischief Maker

An Outdoor Entertainment for a Midsummer Afternoon

**O**FTIMES it is the problem of our women folk to find something new in the form of an entertainment to vary the usual program of a church festival or a midsummer picnic. It is to fill such a need that the following little playlet has been written. Most of the costumes can be made of crepe paper. The characters are as follows:

**Heralds:** Two boys, dressed after the fashion of those seen in fairy tale books. Tight jackets or purple crepe paper capes; short, blousy, cambric bloomers, and long stockings reaching nearly to the hips (Mother's or Big Sister's will do nicely); yellow crepe paper caps with plumes made of purple tissue paper. They carry trumpets (long, tin horns), decorated in festoons of paper flowers.

**Fairy Beautiful:** Tall girl with long hair. Robe of chesecloth, wings of light blue tarletan and silver tinsel; flower girdle and flower wreath.

**Mischief Maker:** Boy. Puck costume of green. Pointed hat and pointed toe cambric shoes with little bells on ends. Carries a stick, which he flourishes with great show of authority.

**Sun:** Boy, carrying before him a large cardboard disc (about four feet in diameter), covered with gilt paper. Golden crown. Carries lighted lantern, flashlight, or electric bulb with concealed battery.

**Farmer:** Tall boy. Farmer's costume of overalls, shirt open at neck, big straw hat, red kerchief, beard. Carries hoe.

**Flower Plants:** Girls and boys, or just girls; as many as the "stage" will accommodate comfortably without crowding. Leave plenty of room for passing of principal characters. Each plant has brown dress and reversible cap (green on one side, brown on the other). Extra frills, caps and green crepe paper aprons, to represent various flowers, viz.: Red rose, white rose, pink rose, daisy, black-eyed-Susan, buttercup, morning glory, trumpet flower, violet, lily, marigold, etc.

For the daisy, cut about ten petals of white crepe paper, each about eighteen inches long, six inches wide at widest point. Sew these to a piece of white tape, to be tied about the neck of the child representing the plant. With this goes a yellow, tam o' shanter cap to simulate the center of the daisy. The morning glory's frill is made of lavender crepe paper in the trumpet shape

of the flower. This, of course, stands up instead of straight out like that of the daisy. Small wires will accomplish this nicely. The roses will need about fifteen petals, and so on.

**Rain:** Girl or boy. Gray cambric gown. Carries watering pot from which hang long gray streamers representing rain. Wears cap to which many of these streamers are also attached.

The "stage" is simply an oblong plot of grass, fenced in with small branches of laurel or other evergreen stuck into the ground to represent trees. Leave three openings, one on the rear of the left side, one at the rear of the right side, and a large entrance at the front. Over the last named is an archway of lattice-work and pink roses (paper). In the center of the background is the fairy queen's throne, made of a small step ladder with back and sides of twisted grapevines nailed securely in place. Pink roses also decorate this. On the steps of the ladder lay a strip of green carpet.

(Enter Heralds running. At gateway they stop short. Blow long blast on trumpets. Turn to audience.)

**Heralds:** What Ho! The farmer comes to plant his seeds!

(Enter farmer, from left, followed by his "flower plants" dressed in their brown suits with brown caps. Farmer carries hoe.)

**Farmer:** Yes, by gum, and there's some pesky weeds. (Pretends to chop weeds with hoe.)

**Heralds:** But when the flowers come, then oh, what fun!

**Farmer:** If they don't get too little rain and too much sun. (Takes each plant by the hand in turn, leading it to its place. Plants sit on ground where Farmer places them, bow their heads, draw their brown caps down, and remain as still as possible.)

**Farmer:** (Addressing plants as he places them, individually)

I'll plant *you* here; *you* there; *you* there; Drink in the raindrops, the sun, the air; Sweet and fragrant may *you* be, *You're* to bloom for the queen to see. May the old world be a brighter place Whene'er it looks upon *your* face. Live and grow, and ever smile, And spread *your* glory all the while. Lift *your* eyes to greet the sun And lower them not 'til the day is done. And now, my dears, I leave you in care Of Mother Nature and her helpers fair.

To seek my cattle, which afar have strayed; I go before the darkness fills the glade.

(Exit right.)

**Flower Plants:** (chanting) Fare-well, Fare-well, Fare-well.

(Enter Mischief Maker, from left.)

**Mischief Maker:**

Ah, ha! Ah, ha! Herc's fun for me!

This farmer makes me laugh, you see. (Extends hand to Lily).

Come, Lily Fair, pray take the place

Of this red rose; 'twill seem disgrace

(Changes places of several flowers).

When the farmer finds instead of you

The dewy petals of a violet blue.

Ha, ha! Ha.....

(Enter Sun quickly, from right).

**Sun:**

Ho, there, Mischief, and what think ye

The Queen would say if she might see

How naughty is her subject? Pray,

Can't you be good for a single day?

**Mischief Maker:**

Old fashioned Sun! 'Tis nought you know

What fun it is to make plants grow

In places where they should not be!

Come, shine your hardest now, and see

If you can't parch these dainty flowers—

Be quick, or I'll send for Clouds and Showers!

For lo, these buds are turning green,

(Flowers turn caps inside out showing green)

They're growing too fast for you, I ween.

**Sun:**

I do not wish to kill the dears.

**Mischief Maker:**

Be quick, or I'll drive you to tears!

I'll pinch your nose and bite your ears!

(Sun turns toward flowers, flashes his

light upon them in turn, and each changes his cap again to show the brown).

**Plants** (wailing mournfully):

Oo--oo---oo-----

**Mischief Maker:**

Now what under the sun is ailing you?

**Lily:**

I'm out of place; I cannot bear

The soil in which I'm planted here.

**Red Rose:**

I fear I'll be dried like an old brown bean—

Oh, how I wish we might see our Queen!

**Daisy:**

Oh, Sun, your rays will be our death,

Soon we'll not draw another breath.

**Buttercup:**

Oh, Mischief Maker, let him stop!

The farmer planted a lovely crop

Of flowers here and bade us grow—

'Twill all be spoiled. Pray bid him go!

**Mischief Maker:**

Do you think I'd dare to change my plan

For a silly dunce like the farmer man?

Where'er I go, I have my way,

And when I speak, all folks obey.

The sun, my servant, not the least,

Doth rise when I bid like a cake of yeast,

And shines whenever I command—

He knows I rule in Fairyland.

**Black-eyed Susan:**

But how about our lovely queen?



*Mischief Maker:*

When she's around I'm never seen,  
For like a man, I am quite human—  
I hate to argue with a woman.  
I'm king of all, naught do I fear. . . . .

*Sun:*

Hark! Whence come those tinkling bells I hear?

Enter Heralds from right and left, respectively, as before; stand at front entrance, blow bugles, and make announcement).

*Heralds* (in loud, distinct tones):

Our Fairy Beautiful arrives.

*Flower Plants:*

The Queen! The Queen, to save our lives!  
The Queen! The Queen! The Queen! The Queen!

*Sun:*

To think she'll look on such scene!

*Mischief Maker:*

Oh, 'tis the Queen! Where shall I hide?  
Her soldiers fill the forest wide! (trembles with fear.)

*Sun:*

Oh, Sir, should you, possessed with power,  
Fear this our Queen? This is her bower,  
And that her throne. Are you not wise?

(points to throne).

And strong? Why fear the good queen's eyes?

(Tingling of bells sounds nearer).

*Mischief Maker* (desperately):

No time to argue! Where shall I hide me?

*Sun:*

Here, come sit you here beside me,  
She will believe, unless you run,  
In this bright glow we two are one. (Mischief Maker sits on ground behind Sun's disc).

(Enter Queen majestically through front entrance. Heralds bow as she approaches, follow as soon as she passes, and assist her to the throne).

*Queen* (looking about her):

Methinks the sun is shining rather bright—  
But who are these strange figures at my right?

And at my left, and just before me, too?  
Speak quickly, weary ones, pray, who are you?

*Flower Plants:*

Oh, dear, good Queen, we're meant for flowers, the farmer—

*Queen:*

Yea, but whence have gone the showers?  
You look quite parched, as though for many a year

There had not been rain. Speak, someone here.

But first give heed to what I'd have you say—

Hath Mischief Maker passed this way today?

(Flower plants bow heads, Sun turns out his light, no one replies.)

Then I shall see. But first, oh Sun, Pray turn your back, your work is done;

I shall not wish to see you more  
Until the showers have come before,  
Refreshed these flowers and made them

grow. (Sun turns, revealing Mischief Maker trying to hide.)

Stop! Who is this? Ah, well I know,  
Perchance you thought you'd play a trick  
By killing these sweet plants. Now quick,  
My Heralds, seek the showers  
To rescue these, the farmer's flowers!

(Heralds exit right.)

Now, Culprit, speak!

*Mischief Maker* (approaches Queen):

Most gracious queen,  
Judge me not harshly; never a trick so mean

As this one have I played, and so, I beg  
You punish as you wish; cut off my leg,  
But in so doing, spare my foot, I pray,  
That I may, as I promised, dance today  
At the fairies' feast. 'Twas on a bet  
'Twixt the moon and me, I could not get  
The sun to do my bidding. A dish of rice  
The North Star holds for him who wins.  
I get the rice, but suffer for my sins.

*Queen:*

Speak, Flowers, what would you have me do?

(Enter Heralds, followed by Rain.)

*Heralds:*

Behold, your Majesty, here is the Rain for you.



Of course the fairy queen in the pageant won't be able to do much toe-dancing on a flower petal, but this picture shows a costume that Fairy Beautiful may wear

*Queen:*

Rain, you are late, but quickly spread your showers,  
Revive quite speedily these thirsty flowers.  
And Heralds, fetch the brightest gowns  
Within my castle. These awful browns  
Do make me ill. (Heralds exit.)

Now you, oh Sun

Will also pay for the mischief you have done.

Within a dungeon you shall hide your face  
And shine on none but Mischief Maker.

Disgrace

Shall be on both. My soldiers wait without,  
Begone, the two of you. My time I give  
In seeing that these flowers may ever live  
To bless the day that I came to the throne,  
Forgetting all the sadness. Ah, they moan!

(Exit Mischief Maker and Sun.)

Hurry, Rain. (As rain touches each flower,  
it turns each cap on the other side,  
showing green.)

'Tis better as you see;

Already they are growing. One, two, three,  
Ho, every single one doth breathe; oh, Rain,  
'tis well,

You make me glad. Now that you're done,  
Go take this message to the repentant Sun:  
Say that he must come here every day  
A little while to shine, then go away,  
And leave the rest unto the clouds and you.

(Exit Rain, flowers lift heads.)

Now, Flowers, why so sad are all your faces?  
*Lily:*

Please, Queen we're not in our proper places.

*Queen:*

True, I had not noticed. Come with me  
(Leads each to proper place.)

A fairer garden one would not wish to see.

(Enter Heralds carrying the flower costumes.)

*Queen:*

Now help me, Heralds, quickly to bedeck  
These fair ones. Place around each neck  
A lovely picce. (Enter Farmer.)

*Farmer:*

By Jove! By Heck! By Heck!  
The Fairy Beautiful. She's working, too.  
I heard such awful news. I'm glad 'taint true—

Good morning Ma'am. And pray how do you do

This lovely morning? Sure, I did not know  
This was your bower, 'til Raindrop told me so.

I'll move them all and plant my flow'rs elsewhere,

I beg your humble pardon. I wouldn't dare intrude.

*Queen:*

You'll leave the flowers where they are.  
I'll help you care for them. 'Twere better far,

Since you have many cattle oft to seek.  
And did you find them?

*Farmer:*

Yea, down by the creek  
Near yonder mill, where Mischief Maker'd led them,

But luck is with me, for the Brownie fed them.

*Queen:*

You are blest. The naughty one I've sent  
To Bedlam Tower. He'll ne'er be content  
Until some mischief his little hands are doing

I'll lay he'll find there lots of trouble brewing.

Now, Flowers, listen: dance ye to this tune  
Which the South Wind's playing on the Silvery Moon.



(Someone plays violin while fairies, led by Queen and Farmer, give an old fashioned folk dance. Directions for this may be found in any well equipped library. The Virginia Reel is a good example, as are a number of the Minuets. At end of dance, all form in twos, Farmer and Fairy Queen leading, and march around "stage." As they pass the right entrance, the Rain and

Sun join the procession; at left entrance, Mischief Maker joins, cutting up all kinds of queer antics at end of line as they march around once more. Exit, one line going to left, the other to right. Heralds come to entrance as at beginning, stand on upper step and blow trumpets. A trumpet in the distance replies. Heralds turn somersaults and run away):

## Braids and Embroideries, Ribbons and Fringes for Your Summer Frocks

By Maude Hall

**B**RAIDS and embroideries are used alike on clothes for sports and dressy wear. Often braid is employed exclusively in the decoration of a frock, especially when it is developed in serge, rep or the silk crepes. Flat silk braid adorns an unusually attractive frock of dark brown kasha cloth, which fastens at one side. The neck is square and the sleeves are close-fitting to the elbows, after which they flare decidedly. The belt is formed of narrow ribbon, tied at one side and allowed to hang in uneven ends almost to the hem of the skirt.

A simple and chic overblouse of rose-color tweed has the lower edge trimmed with a narrow braid border, below which the ends are fringed for about three inches. Sometimes instead of fringing the edges of the material, they are cut in very narrow strips to simulate fringe. This method is most effective, though, when the fabric is one that does not fray readily. Skirts of the wrap-around type made of the coarse-weave woolens are almost always fringed.

Little patches of braid appear frequently on one-piece dresses which combine two contrasting materials, the patches being placed where their effect will be the most striking. One can see in this arrangement a variation of the applique idea, and it is one that any home dressmaker can reproduce. A check silk trimmed with brilliant red braid, selects two-tone ribbon to confine the fulness at the waist. The ribbon repeats the color of the braid and the dominant tone of the check. The braid is used only about the very deep armholes and down the front of the dress. The sleeves and collar are of the plain fabric.

A simple frock in beige crepe has the gathered skirt trimmed with narrow self-panels held in place with rosettes of apricot satin ribbon. The blouse, which has the short kimono sleeves cut in one with the front and back, uses the apricot ribbon to bind the oval neck and the sleeves. Self-material is used for the belt, which is a narrow crushed affair,



simply finished at the back with an embroidered ornament in which beige and apricot tones are blended.

### Genius Engagingly Serves Fashion

The frock of lime-color organdy pictured above takes on distinction by having narrow trills of white net trim the skirt and blouse. The sash is of changeable messaline ribbon in tones of canary and rose pink. Medium size requires 3½ yards 40-inch organdy and 7 yards of frilled net.

The second design features a blouse of fine silk-figured voile and skirt of sports satin. The neckline of the blouse is oval and deep, while the short sleeves are slashed and connected with bands of the skirt material. Georgette, figured chiffon cloths, etc., are used for developing the overblouse. Medium size requires 2¼ yards 36-inch material for the skirt and 2¾ yards 40-inch voile for the blouse.

FIRST MODEL: Pictorial Review DRESS No. 1012. Sizes, 14 to 20 years. Price, 35 cents.

SECOND MODEL: BLOUSE No. 1016. Sizes, 34 to 44 inches bust. Price, 35 cents. SKIRT No. 9666. Sizes, 24 to 38 inches waist. Price, 30 cents.



#### WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md."

Try our pattern service—five days from day you mail order to day you get pattern.

Name .....

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### Fashion Considers Juvenile Needs

At six, one cannot give much in the way of expert advice, but sympathy counts for a great deal, especially if clothed in French blue chambray trimmed with navy linen. The blouse is trimmed with a large, square collar and the knee trousers are side closing. Size 6 requires 2 3/4 yards 36-inch material with 1/4 yard extra in contrasting color for trimming.

Nothing but a figured dimity with organdy collar and cuffs could assuage grief for a decapitated dolly. The blouse is a slip-on model, slashed at the front. The bloomers are side-closing and may be gathered and tucked under at the lower edges or finished with straight bands. Medium size requires 2 1/4 yards 36-inch material.

FIRST MODEL: Pictorial Review Boy's SUIT No. 7101. Sizes, 2 to 6 years. Price, 35 cents.

SECOND MODEL: BLOOMER DRESS No. 9824. Sizes, 1 to 4 years. Price, 30 cents.

### Sizes of Patterns

DRESS No. 1160. Sizes 34 to 48 inches bust.

DRESS No. 1131. Sizes 34 to 50 inches bust.

BLOUSE No. 1135. Sizes 34 to 46 inches bust.

SKIRT No. 1051. Sizes 24 to 36 inches waist.

CAPE No. 1132. Sizes 2 to 6 years.

DRESS No. 1137. Sizes 6 to 14 years.

DRESS No. 1126. Sizes 34 to 50 inches bust.

### Three Cheers for Mrs. Kegler!

Turn to the Akron Division notes in the Among Ourselves Department and read how Mrs. L. T. Kegler, Massillon, Ohio, got some business for the Baltimore and Ohio.

Have you secured your passenger, or your load of freight this month? If you have, let us hear how you got her, or him, or it.

### What Boobs Believe

By Mrs. C. L. C.

Every movie person's dirty,  
( 'Tisn't true).  
Every flapper's bold and flirty,  
( 'Tisn't true).  
All have sordid aims and views  
Except Hoover, Ford and Hughes,  
Only lies are in the 'news'—  
( 'Tisn't true).  
B. & O. is always late,  
( 'Tisn't true).  
Erie hits the same old gait,  
( 'Tisn't true).

Every Englishman is dense,  
Yankees all have lots of sense,  
Optimists won't take offense—  
( 'Tisn't true).

Old Gentleman: What are you crying about, sonny?

Sonny: Me mother cleaned me pants with a carpet-beater.

Old Gentleman: That's nothing to cry about, sonny.

Sonny: But I was wearing them at the time.—N. E. Advertiser.

### Lesson in Home Dressmaking

Piquant and Charming Is This One-Piece Kimono Nightgown in Orchid Voile

THERE is a new note in lingerie materials and voile achieves another triumph. This season it is featured particularly in nightgowns and while the designs of the garments are simple, the colorings are exquisite. As a rule embroidery takes the place of lace for trimming.

Three and three-eighths yards of 36-inch material are required for this one-piece slip-on kimono nightgown, with

V-shaped neck, cut out neck of front along indicating small "o" perforations. The back may be cut the same way if desired.

Now, close the under-arm and sleeve seam as notched. The sleeve may be slashed up from lower edge between the small "o" perforations, for a more elaborate decorative effect. Turn away 3/8 of an inch at lower edges of slash and graduate into nothing at upper edge. Of course, if buttonholed scallops are used to finish the neck and sleeves, this will not be necessary. Form tucks on the shoulder and stitch, either with plain running stitches or feather-stitching. Turn hem at lower edge, and if desired, work eyelets near the neck edge in front and back for ribbon to be run through. In addition to the embroidered scallops, the sleeves are trimmed with ribbon bows.

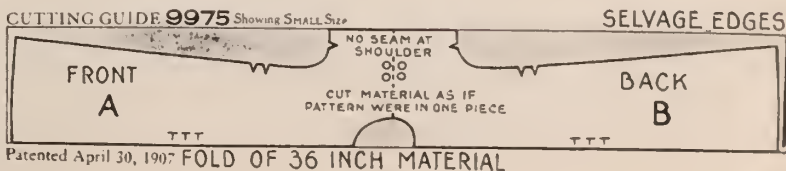
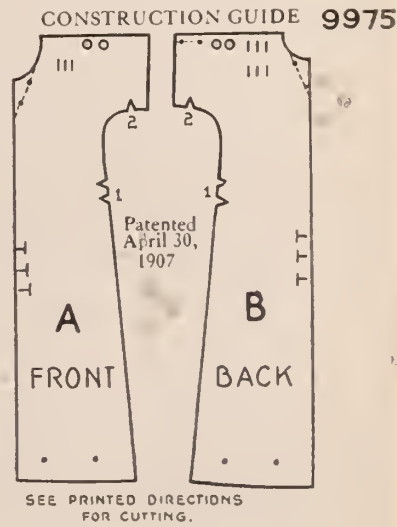
NIGHTGOWN No. 9975. Sizes, small, medium, large. Price, 30 cents. Scallop 11747. Transfer, blue only, 30 cents.



9975

short sleeves and V-neck. There are three tucks at each shoulder and these, of course, are put in by hand. At the back the neck is round.

As there is no seam at the shoulder the material should be cut as if the pattern were in one piece. Place the triple "TTT" perforations along the lengthwise fold of material as shown in the cutting guide. For







## Only a Button

By Sarah F. Pennington and Her Daddy

*Note—The outline for this story was furnished by Sarah's father, who is Crossing Watchman Philip M. Pennington, Polk Street, Cumberland, Md. The facts which relate to the accident are true; the accident happened in West Virginia. Sarah wishes us to give due credit to her father for his help; this we are pleased to do.—Ed.*

*For the want of a nail, the shoe was lost;  
For the want of a shoe, the horse was lost;  
For the want of a horse, the rider was lost;  
For the want of a rider, the battle was lost;  
For the want of a victory, the kingdom  
was lost—  
And all for the want of a horseshoe nail.*

THUS runs the old familiar quotation. Once upon a time there was a factory. As I have never been in one I can only imagine that there were a number of women, some cutting, some busily running sewing machines, and among them, a very young girl who sewed on buttons at so much the dozen. This happened before the days of child labor laws. This little girl should have been in school, but, as we know, many of those who come from other lands to our shores in search of freedom and wealth seem to care more for the latter, and their children suffer in consequence.

Whether this little girl's chief object was to attach the buttons so that they would stay on until the customer got out of the store, or whether her thread ran out too soon and when the needle was re-threaded she forgot that the button was insecure, I do not know. Perhaps she was thinking of the meagre wages which would not justify doing the job well. Anyway, the button on the right wristband of a shirt was badly sewed on. Who the girl was, or where the factory was, will probably never be known, but this is the true story of how that button caused a man to lose his life.

The shirt found its way to a little country store in Cold Stream, West Virginia. Near here lived "Bent" Whitaker, a poor man who had had a struggle to keep his family in necessities. By hard work and economy he managed, with the help of a little money which he had saved and some that he had borrowed, to purchase a threshing machine. With this he threshed the oats, wheat and rye of the farmers in that vicinity. One farmer would haul the machine to his farm; then, after his threshing was finished, the next man would haul it away to his own farm, and so on, each farmer helping the

others in turn. It was a portable engine, as at that time no tractor engines had yet appeared in the country. All of the "hands" boarded with the farmers and slept in their houses at night.

"Bent" being too far from home to get his washing done, and not staying at any one place long enough to have it done, decided to do without washing and to purchase a clean shirt, when he needed one, at the country store. On a bright Monday morning he stopped at the store and purchased a shirt, the one on which the button had been sewed improperly. Then he proceeded to the threshing field.

"Bent" had no time to think of buttons, for he was busily tossing the bundles into the thresher, sending them head first into the machine, the butt end of the sheaves turned slightly upward. And the great cylinders sucked them in as though some great, insatiable monster was drinking an everlasting draught. The scene is familiar to all country folk. The steam engine some distance away gave a sudden "pop off"

of steam that frightens everybody save the black-faced engineman. The farmers' wives long to hear the shrill whistle, yet scream when it blows to announce that the threshing is done. It is the annual event which breaks the monotony of farm life among the hills of West Virginia. It is truly marvelous to see the straw go up the "drag" and the men with pitchforks pitching it into a "rick." Then the clean wheat pours out in a steady stream into the half-bushel measures. As fast as one measure is full, another takes its place.

The last shock was in, and the men were busy cleaning up. "Bent," as busy as the rest, helped to gather up the chaff where the big stack of wheat stood. There was some scattered wheat. He gathered it up and put it into the thresher. The cylinder spun around. Some of the chaff had lodged upon the tongue. "Bent" stood on the double-trees, the better to reach the chaff with his right forearm, and pushed it into the cylinder. This is where the button, dangling from his wristband, was caught by the spikes, drawing his arm savagely in with it. The sudden jolt to the machinery caused the belt to fly off. Men came to his rescue.

The arm was too badly mangled to save. It had to be amputated at the elbow. The intensity of his suffering can only be imagined by those who have had a similar experience. It was thought that he would recover, but within a few days gangrene set in, and "Bent" died shortly afterward.

His wife did the best she could to provide a living for her children. What she endured can only be understood by a mother who has had her all taken from her. All of this happened because. . . . of a little button that a little girl had carelessly sewed to the right wristband of a man's shirt.

Even little girls can become careless in their work, just as this one did. Are you careful? Let's remember that "whatever is worth doing, is worth doing well."

## Here Dwell the "Frosty Sons of Thunder"

By Freda Brown Michaels, 14 Year Old Daughter of Locomotive Engineer, Somerset, Pa.

Third Prize. Class A

MY hometown is one of the prettiest, the cleanest and healthiest towns in Western Pennsylvania—the town of Somerset. It is also the county seat of Somerset County. It is located nine miles from the main line of the Connellsville Division, on the Somerset and Cambria Branch of the Baltimore and Ohio Railroad, and about 35 miles from the city of Johnstown, known as the Flood City.

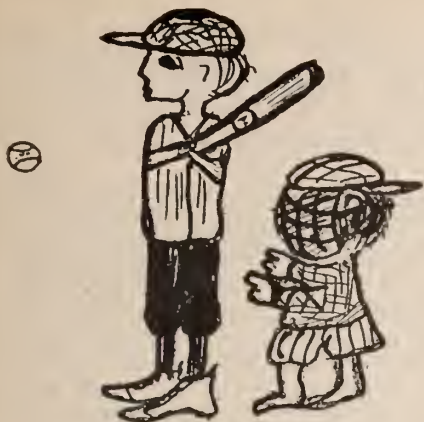
Somerset was founded before the Revolutionary War, and was known then as The Glens. It has a population of about 5,000. We have nine churches, four banks, three hotels, three school buildings—each accommodating about 400 pupils—and a new high school now under construction. This building will cost \$135,000. We have a public library, and a beautiful Court

House which it cost \$2,000,000 to build. We have a Country Club, with splendid golf grounds; a hospital that is as well equipped as any of its size in the state; a Children's Aid, which takes care of all of the homeless children of the town. The County Home is also located here. We have a good water system and two splendid new fire trucks, an ice plant, and our own creamery.

Almost every street is paved, and we have a state road leading in any direction that you might wish to go from our town. We can reach the Lincoln Highway over state roads at a distance of eight miles, and the National Pike over concrete road at the distance of 35 miles.

Just half a mile south of our town we have the most beautiful little groves.





The Great American Game  
 Drawn by Harley H. Knight, Keyser, W. Va.

Here the Baltimore and Ohio Veterans have held their annual picnics for the past two years. This is certainly an honor to our town, for on one of these occasions we had the pleasure of having President Willard make a splendid address.

About eight years ago the Baltimore and Ohio built a splendid new brick depot, which adds greatly to the appearance of out town.

Our Mayor's name is Mr. Sober, who is always ready and willing to welcome strangers to our city, and who is always on the job to keep our town as clean as possible.

Somerset is in the heart of the coal mining region of Somerset County, which, during the World War, produced an average of 365 carloads of coal per day, or more than any other county in the United States. Somerset is also located in the center of one of the greatest farming districts in this part of the state. Here fresh meat, eggs, butter, and milk, as well as fresh fruits and vegetables may be obtained at all times.

Somerset citizens are called the "Frosty Sons of Thunder," but I think that we can boast of having one of the finest little towns that the Baltimore and Ohio has along its lines.

My father is a Baltimore and Ohio engineer. He has been in the employ of the Company for 20 years, and he says there is no other company that is better to work for.

P. S. The oldest building is owned by the Scull heirs, and is occupied by the First National Bank and the Herald Printing Office. It stands opposite the Court House.

**The Greatest Town on Earth**

*By Mazie Walker,*

Nine Year Old Daughter of Bridge Inspector,  
 Midland City, Ohio

SECOND PRIZE, CLASS B

I really think that my home town is the greatest town on earth!

We have moved to other towns, but we have always come back to Midland City, Ohio. Our little village is so located on the Baltimore and Ohio that it is called a

junction, so you see we have more trains than many larger villages—and *all trains stop at Midland City.*

All of the people here know each other, so there is always much to talk about. The village is bounded on all sides by farm lands, so we have little need of parks. You may find here the finest kinds of schools, churches, stores, and home buildings, and a nearly perfect system of concrete sidewalks. Many years ago we had saloons and pool rooms; now that they are gone the mayor and the marshall are very idle persons. The doors to our jail stand wide open. At our last revival meeting eighteen souls were saved in one night; that, of course, makes our town better.

Once upon a time it was said that all railroad towns were tough, because the men were always happy-go-lucky fellows. That is not true here.

Our little town was first called Clinton Valley, but its name was changed later to Midland City, for that is about midway between Cincinnati and Columbus.

Mr Ed. Shaw is mayor of this village. We claim about four hundred people.

The thing that interests me is the way that children are treated in general. There is no grouping of poor and rich. All play and live together when at school or elsewhere.

The most beautiful things about our town are its fine shade trees, pretty flower gardens, and nicely kept homes. These

are the reasons why I call Midland City the greatest town on earth.

**Where Freedom and Kindness Reign**

*By James King, Jr.,*

Thirteen Year Old Son of Machinist,  
 Mt. Clare Shops

SECOND PRIZE, CLASS C

Dorsey, Maryland, is my home town. I like it for the freedom of the country and for the kindness of the people.

Not many years ago we had only one house in Dorsey. This was the old Dorsey Estate. When the Baltimore and Ohio started laying its tracks, Miss Eliza Dorsey gave the Railroad a strip of her land. That is how the village got its name.

During the Civil War soldiers were stationed along the Railroad. A regiment of soldiers had their barracks not far from Dorsey

At one time our town had one of the largest camp meetings in the state of Maryland, known as Wesley Grove Camp. The Baltimore and Ohio ran special excursion trains to haul the people back and forth. Many thousands of people took advantage of these excursions each season.

Dorsey has a factory which manufactures firebricks. The chief industries are farming and railroading. Dorsey, which has about five hundred inhabitants—including the  
 (Continued on Page 38)



**OUR LITTLE FOLKS**

1—Agnes Maxwell, South Connellsville, Pa., whose daddy is a conductor 2 Bernice, little sister of Gertrude Wilson, Greenfield, Ohio. 3—Little brother of Florence Margaret Gross, Baltimore, Md. 4—Mary Elizabeth, sister of Floyd R. Abernathy, who won a prize in our contest. 5 and 6—Merrill and LeRoy Dixon, whose sister Mildred is a contributor



# Employees Who Are Taking the "Curt" out

## Service of Baltimore and Ohio Inspires Passengers to Poetry and Song

ON June 28 Number 6 carried a party of passengers enroute from Denver, Colorado to Boston and Canada for the convention of the National Educational Association. G. W. Sturmer, grand president of the Veterans, was on the train and enjoyed pointing out to these educators (for most of them were school teachers) the historical points on the Baltimore and Ohio from Pittsburgh to Baltimore.

The folks in the party declared that they had never enjoyed a ride so much in their lives and that the Baltimore and Ohio dining car service was the best in the world. And to cap the climax Miss Katherine L. Craig, state superintendent of Public Instruction of Colorado, wrote the following poem, which she and her companions sang to the rollicking tune of "Marching Through Georgia:"

Bring out the ukelele, boys,  
Let's sound the glorious news;  
The N. E. A. are a bunch of folks  
Who never get the blues.  
We've got them all a'going east,  
We're ready to enthuse—  
As we ride joytully onward.

### CHORUS:

Hurrah, hurrah, we'll sing with might and main,  
Hurrah, hurrah, for the B. & O. fast train;  
We sing it 'til the whistle blows  
That we have reached the sea—  
As we ride joyfully onward.

We live in Colorado,  
We're very proud to say.  
Our climate is the best of all,  
The sun shines every day;  
So if you want a place to live,  
You'd better come our way—  
While we ride joyfully onward.

We are going to send Miss Craig sufficient copies of the MAGAZINE to permit each one of her party to have a copy of her poem.

### Agent J. W. Stine

#### *A Business Getter through Service*

THE following appreciation of the service being given to patrons of the Railroad by Agent J. W. Stine at Capon Road, was contained in a letter sent to J. L. Hayes, division freight agent of the Baltimore Division, by J. Carson Adkerson, manager of the Hy-Grade Manganese Company of Woodstock, Va., who is developing a quarry near our station at Capon Road:

"We want also to thank you and the Baltimore and Ohio Railroad for your prompt and hearty cooperation in giving us freight rates and various information, and we want to express our appreciation of the good service being rendered us by your Agent, Mr. J. W. Stine at Capon Road. Mr. Stine is a live wire agent, and through his alert, prompt and cooperative spirit he has deliberately won a lot of business for the Baltimore and Ohio, and in addition has imparted to us a spirit of genuine satisfaction and confidence through the services being rendered."

### Fairmont, W. Va., Newspaper Praises Our Service

THE following appeared in one of the October issues of a Fairmount, W. Va., daily. We congratulate the crews of the train so highly praised:

#### **Baltimore and Ohio Evening Train from Pittsburgh Praised**

"The best train out of Pittsburgh, in any direction and on any railroad is the Baltimore and Ohio train which arrives here at 8.28 in the evening."

This is the declaration of a Morgantown business man who travels far and frequently, and who has opportunities to patronize many trains on many roads out of Pittsburgh.

"This train," he continues, "leaves Pittsburgh at five o'clock in the evening and



Two hundred and sixty-seven Rotarians made up the party from the Fifth District for their Atlantic to Pacific trip, the entire transportati



# of "Courtesy" on the Baltimore and Ohio

covers the 101 miles to Morgantown in three hours and twenty-eight minutes. In the course of its journey it traverses at least three very considerable grades, two of them long and heavy. But in spite of this it makes the distance of 101 miles between the two cities in only four minutes more than any other train, which covers 96 miles in three hours and twenty-four minutes.

"It is equipped with a complete chair car, a combination chair and observation and buffet car, and a complete diner. Morgantown people ought to patronize it to such an extent that its continuance will be assured. Personally, I am of the opinion that no better train leaves Pittsburgh on any road in any direction than that train which starts at five o'clock from the old Baltimore and Ohio station and sets you down at Morgantown at 8.28. The members of the crew, the waiters, porters and caterer all make you feel at home on the train to such an extent that you regret to leave it."

Charles H. Minnich

*"Hereafter the Baltimore and Ohio Will Always be My Road to Chicago."*

**I**N CALLING on Mr. Ohl, the writer of the following letter, on a matter not connected with Railroad business, Charles H. Minnich, correspondent of the

MAGAZINE for East Side, Philadelphia, discovered that he was soon to take a trip to Chicago and return. He presented the Baltimore and Ohio's case convincingly, and with the following result:

## THE PHILADELPHIA CITY MISSION

Evangelical Lutheran Church

Reverend J. F. OHL, Superintendent  
PHILADELPHIA, PA.,

May 22, 1922.

My Dear Mr. MINNICH,

Let me thank you and Mr. Stewart for directing my attention to the superior equipment and accommodations of the Baltimore and Ohio Railroad. The trip from which I returned on Saturday evening was in all respects the most agreeable and satisfying I have ever made between Philadelphia and Chicago. The trains on which I traveled (Nos. 5 and 6) were all that any reasonable person can desire or need: the dining car service was absolutely unexcelled and is probably not equalled by any other road: and I was most favorably impressed by the uniform courtesy of the conductors, trainmen, waiters and porters—all this, too, without extra fare. Hereafter the Baltimore and Ohio will always be my road to Chicago.

With kindest regards, I am,

Very truly,

(Signed) J. F. OHL.

## First Passenger Train to Mansfield, Ohio, on June 19, 1846

**G.** F. SELLERS, ticket agent at Mansfield, Ohio, recently sent the MAGAZINE Office a copy of the *Mansfield News* for June 18, which, under the caption, "First Passenger Train Came to Mansfield 76 Years Ago", had an article which read in part as follows:

The first engine used in drawing the passenger train was named the Vigilant, and wood was burned in it to generate steam. Bunches of four-foot wood were placed at convenient distances along the railroad, so that the fireman could load the tender with fuel when the necessity arose. Men were employed to saw the wood into the right length for the boiler. Water for the engine was secured from the creek, being dipped up by the pailfull, which was very slow work, but passengers on board the train appear to have been more patient than they are today, and waited until the train was ready to go, without the least sign of displeasure.

Headlights were not provided for the engine, and the train was operated only by daylight. One day the engine drawing the train for Mansfield became disabled north of Shelby, and night came before it was ready to resume the journey. One passenger who was anxious to get to Shelby, made the suggestion that a lantern be carried ahead of the engine, so it could proceed to Shelby. This was frowned down, and the crew, with the passengers, lodged all night in a farmhouse.



Arrangements being handled by our Philadelphia Passenger Office. This picture was made at Willard, Ohio., on June 29. See page 14 for story



countryside around it—has now become quite a village.

I received most of my information about

the history of Dorsey from Mr. John Englehart and Mr. Jacob Ambrosie, both pensioners of the Baltimore and Ohio.

It pays to keep your eyes open. Three cheers for Bert and Forest!

## Win a Prize in the Little Folks' Safety Contest

*Dear Girls and Boys:*

I know that you will be glad to know that another contest is on the way. Full directions for this contest will be given in the August issue of the MAGAZINE, but, in the meantime, you may be preparing for it.

If you will turn to the Among Ourselves Department of this MAGAZINE and look in the Chicago Division notes, you will find the story of an accident that happened to one of our little folks. We are awfully sorry to hear about it, and we hope that Floyd is getting along nicely now. It just shows you that terrible accidents can happen to little people as well as to grown-ups. In our Safety Roll of Honor you will find the names of men who have done big things to avert accidents to trains, to themselves and to their fellow-workers. Little girls and boys can do just as much, in a small way, to keep themselves and their playmates out of danger.

What can you do? What are you doing?

Have you seen the big poster, "CROSS CROSSINGS CAUTIOUSLY?" That's just one of the many things that you can do. Just begin right away. See how many things you can do to help in the Safety Campaign which is going on now and lasts until the end of September. Every time you do a little act to keep yourself or someone else out of danger, write it down; no matter how

small an act it is, make a note of it. Perhaps Baby Sister will get hold of a pair of scissors. If you take them away from her before she cuts herself, write that down; if you find the scissors in a place where Baby Sister might reach them and you put them on a high shelf, where she won't see them, that is still better. Write it down. Then, during the first week of October, write me a letter, telling me just what you have done to keep yourself and others from getting hurt. There will be lots of prizes, things that you can use in school. Everybody who enters the contest will receive a little surprise. Don't forget. Begin your little Safety List today. Tell other little Baltimore and Ohio girls and boys about it; perhaps your teacher will tell you lots of things that you can do.

I want every single one of our little folks to enter this contest. Send me your names now, so that I may expect your Safety Letter in October.

With love,

*Aunt Mary*

Address:

Aunt Mary, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Maryland. (Be sure to write the full address.)

## What a Twelve Year Old Boy Can Do

*By M. W. Jones, Weston, W. Va.*

ON May 3, Bert Ferris, a twelve year old school boy of Weston, W. Va., was walking along the track near Deanville, about two miles from the Weston passenger station, when he found a land slide obstructing the tracks.

There was no means of communication, so Bert walked to the passenger station, where he found Chief Train Dispatcher Staples and told him of the obstruction. Mr. Staples immediately arranged for the track men to clear the slide; then he informed Superintendent Trapnell of what had occurred. There happened to be a division staff meeting in progress at the time, and Superintendent Trapnell had Mr. Staples bring Bert into the meeting, where he was introduced to all staff officers, and thanked personally by them. Here is a photograph of Bert. We are glad to let our other little Railroad boys and girls know what he did.

And here's another record for a Charleston Division boy. The other day Forest Johnson, a twelve year old school boy, found a broken rail. He flagged our passenger train No. 61, notifying the crew of the trouble so that repairs might be made. He has been thanked by our superintendent.

Not all of us can find something wrong on the railroad tracks, but all of us can do something to help in the Careful Crossing Campaign. Have you seen that big poster "CROSS CROSSINGS CAUTIOUSLY?" We can all help that work whether at railroad, trolley car, or just street crossings.



Bert Ferris, a real little Honor Man

## Our Watch Inspectors

(Continued from page 10)

- Mr. F. J. Brokow, Ravenswood, W. Va.
- Mr. L. J. Stoltz, Pt. Pleasant, W. Va.
- Mr. C. P. Livengood, Johnstown, Pa.
- Mr. J. P. Statler, Somerset, Pa.
- Mr. H. N. Cook, Myersdale, Pa.
- Mr. A. G. Crabbe, Hyndman, Pa.
- Mr. E. A. Malsberry, Rockwood, Pa.
- Mr. C. M. Hyatt, Connellsville, Pa.
- Mr. W. Miller, Uniontown, Pa.
- Mr. C. H. Jacquette, Mt. Pleasant, Pa.
- Mr. E. R. Levy, Berlin, Pa.
- Mr. L. C. Brehm, West Newton, Pa.
- M. S. Neiman Co., McKeesport, Pa.
- Pugh Brothers, 211 House Building, Pittsburgh, Pa.
- Pugh Brothers, Hazelwood, Pa.
- Mr. J. W. Allerton, 403 Grant Avenue, Millvale, Pa.
- Mr. A. B. Norton, Ellwood City, Pa.
- Mr. C. L. Douglass, New Castle, Pa.
- Mr. R. L. Kirkpatrick, Butler, Pa.
- Mr. H. A. Seaman & Co., Washington, Pa.
- Mr. F. G. Copeland, Kane, Pa.
- Mr. C. O. Alt, Knox, Pa.
- Mr. C. H. S. Douglass, Mahonington, Pa.
- Mr. A. L. Gwentner, Youngstown, Ohio.
- Messrs. Vantrout & Meyers, Warren, Ohio.
- Mr. Kurt Arnold, 1000 E. Market Street, Akron, Ohio.
- Mr. T. L. Peck, Painesville, Ohio.
- Mr. R. F. Sharick, Willard, Ohio.
- Mr. W. A. Southam, 161 The Arcade, Cleveland, Ohio.
- Messrs. Warner & Tinkler, 1918 E. 6th Street, Cleveland, Ohio.
- Mr. G. A. Clark, 426 Broadway, Lorain, Ohio.
- Mr. H. A. Richardson, Dover, Ohio.
- Mr. Thomas Kendall & Son, 204 Tuscarawas Street, Canton, Ohio.
- Mr. V. E. Willis, 1800 Broadway, Lorain, Ohio.
- Mr. J. B. Schafer & Co., Sandusky, Ohio.
- Mr. G. W. Jelliff, Mansfield, Ohio.

(Continued on page 40)





## Safety Roll of Honor

### Staten Island

On April 14 Engineer Frank Horan discovered a broken rail in eastbound main, east of Yard Office, Cranford Junction. He reported the matter to the yardmaster promptly and the trackman made repairs. Had it not been for Engineer Horan's keenness and alertness in detecting this broken rail, and having it attended to promptly, a possible derailment might have resulted.

On April 1, Engineer Charles E. Wynans, train No. 109, while at St. George Coal Pocket, discovered broken rail in coal tipple track, while engine No. 1181 was working thereon. He immediately told the crew about the broken rail, also the towerman and the dispatcher. His prompt action averted a possible derailment.

Trainman Oscar Williams, train No. 108, discovered brake rigging down on car 101 while train was passing over at Arlington. He signalled the engineer to stop and had brake rigging attended to, thereby averting a possible derailment.

On April 24, while backing some passenger cars down on station trestle at Tottenville, Trainmen Harry J. Finlay and Fireman Fred Helmeyer discovered trestle on fire. They extinguished blaze before any serious damage was done.

### Baltimore Division

On May 22, Brakeman L. Clark, East-bound Hump, Brunswick, while riding Baltimore and Ohio 32627, discovered sixteen inches of flange lost from a wheel. Mr. Clark has been commended for his discovery of the broken wheel in time to prevent a possible derailment.

On April 22, the conductor with Train 93, engine 4445, April 22, on arrival at Gaither, Md., reported that the train had run over a bad place in the track at Woodstock. Extra west, engine 4854, following, was notified. On arrival at Woodstock, Engineer I. M. Brubaker in charge of engine 4854, made an examination of the track and found eighteen inches of broken rail. He replaced a piece of the broken rail and pulled the train over same carefully and safely. Trackmen were notified and a new rail placed at 5.50 a. m. Engineer Brubaker has been commended for the manner in which he handled the situation by stopping, examining the track, replacing the piece of broken rail, and pulling the train over it, thus avoiding excessive delay to the train.

### Cumberland Division

About 10.30 p. m., on May 6, Mr. W. W. Lymire reported to our operator at Hardman that considerable heavy timber was on the tracks just east of Hardman shop. Trackmen were called to remove the timber, which was 12 x 12 x 28 feet, but in the meantime Mr. Lymire, with the assistance of Shop Foreman Lambert, Hardman, succeeded in clearing the tracks.

Mr. Lymire's prompt action and interest are appreciated. He is not an employe of the Company.

While First 97, engine 4419, was passing Paw Paw on May 27, Mr. A. P. Wentling, a resident of Paw Paw, noted car door open on north side of car, near front of train. Loading of car was exposed and appeared as if about ready to fall from car. He made a report of the matter and arrangements were made to stop the train at Green Spring where the trouble was corrected.

On April 13 at 5.40 a. m., J. F. Keller, section foreman, Section No. 24-A, noticed automatic signal standing red against traffic. He at once went to locate trouble and found a broken rail on No. 4 track one-half mile east of signal. He made temporary repairs until men could be secured to replace rail. This saved a delay to traffic and no doubt considerable damage to equipment. Foreman Keller is always on the job whether during working hours or not.

### Pittsburgh Division

On a recent trip westward, Brakeman A. R. Oyler noticed sparks flying along train. Investigation showed that a truck was giving way under a load of coal. Car was set off for repairs without any damage having been done and with little delay.

On May 29, Section Foreman D. E. Berlin, on Extra west passing west of Turkey Station, noticed brake beam down on N. Y. C. 208293. He notified crew, train was stopped and the matter corrected.

On June 14, Section Foreman Berlin also discovered broken flange on wheel of car in train No. 87, loaded with coal just out of Bostaph Mine, just east of Bridge 506, and notified the conductor as train passed. Conductor stopped train and had car set off on siding at Turkey.

The prompt action on the part of Section Foreman D. L. Berlin in these cases prevented what might have been serious accidents, and he is commended.

On June 12, while No. 98, engine 4579, was passing Layton, Signal Repairman H. J. Piper discovered a broken truck on P. R. R. 288254 in this train and immediately notified local freight, Engine 2505, on siding at Lavenia, to flag this train. This was done, and this car set off at Hickman Run, thus averting a possible accident. Mr. Piper is commended.

### Monongah Division

On May 31, the crew on the Blue Goose, No. 48, discovered a badly broken rail 50 yards west of Buck Mine Siding. Train was stopped and examination made. Sectionmen were left in charge and necessary repairs were made.

On May 18, while riding engine 1827 on Buckhannon local, Brakeman R. B. Hill's keen eye detected a badly broken rail just east of New Comer Mine Siding. He immediately got the ever-ready Engineer Bud's attention to it. Train was stopped and temporary repairs made so train could pass over. Conductor Ball on Extra 1827 used splendid judgment and left Brakeman B. G. Patterson to flag and notify following trains.

### Charleston Division

Following is the list of Charleston Division employes who recently have been commended:

Section Foremen S. L. Queen, J. Warner, W. W. McCord and J. B. Woemer, for interest taken in picking up material on their sections.

Conductor R. F. Hanzy, for interest taken in handling his train under difficult conditions.

Conductor Brake, for close observation in connection with bad order cars in his train. Engineer A. C. Whitecotton, Fireman O. E. Wright, Engineer F. Kerrigan, Fireman G. L. Nicholas, Engineer F. F. Bailey and Firemen G. E. Ramsburg and L. H. Fitzgerald for interest shown in connection with fuel economy.

Agent R. B. Snyder for his interest in safe operation.

Yard Clerk H. H. Cayton, for detecting a broken flange on freight car in train passing through Buckhannon yard.

Conductor R. E. McCoy, Brakemen J. M. Claypool, S. H. Caines and J. F. Bennett, Engineer Pickens and Fireman G. Carothers, for assistance rendered in replacing broken rail, averting delay to passenger train.

Agent L. A. Rollyson, Frametown, for his interest in Claim Prevention.

Agent J. A. Fisher, Weston, and E. J. Hoover, Buckhannon, with their entire forces, for interest shown in connection with check weighing L. C. L., securing good results.

Brakeman N. L. Myers for the courteous attention shown passengers on his train, this having been brought to the notice of the superintendent by letters from patrons.

Parlor Car Porter John J. Harris, running between Gassaway and Orlando, has been commended by patrons in letters to the superintendent, for courtesy shown them.

Agent Ryan has been commended by patrons in letters to the superintendent for courtesies extended to them.

Conductor H. E. Bragg has been commended for close attention to handling bad order cars.

### Wheeling Division

On Sunday, June 11, as train No. 51, Fairmont to Wheeling, approached Blackshire's spur west of Mannington, Engineer George Gillingham noticed tree blown down by storm across the track and telegraph wires. Engineer Gillingham applied the emergency airbrakes, bringing the train to a quick stop.

Although the train could have safely proceeded, it was thought by Conductor W. Smallwood that the obstruction should be removed, and suiting action to the thought, the crew got out the axes, trimmed the branches from off the tree, and cleared the track. Others who aided in clearing the track are: Conductor J. L. Manion, Train Baggage C. E. Harter, Fireman H. Bartels, Brakemen T. C. Reber and E. C. Giffin, and Electrician J. A. Debolt.

Riding on the train at the time were General Superintendent J. C. Scott, Superintendent C. B. Gorsuch, Division Engineer A. H. Woerner and they requested Trainmaster C. Higinbotham, who was also present, to write these men and express their appreciation of the action taken in this emergency.

### Newark Division

GEORGE W. FORBS  
Section Foreman  
Pleasant Valley, Ohio

Dear Sir—It has come to my attention that on May 9 you observed smoke stack loaded on Baltimore and Ohio flat car



106114, with braces broken and stack about to fall; that you stopped Train 98 and had the car set out for necessary adjustment.

Your vigilance and prompt action in this matter undoubtedly averted an accident, and I take this method of commending you and expressing my personal appreciation of the service rendered. We are arranging to have due mention made of the incident in our MAGAZINE.

Yours truly,  
(Signed) H. G. KRUSE  
Superintendent.

MR. C. V. GRAHAM  
Operator  
Cambridge, Ohio

Dear Sir—It has come to my attention that on the morning of May 26, while train 85 was passing Cambridge, you observed a bent fulcrum bar under car in that train; that you notified both dispatcher and conductor, with the result that the fulcrum bar was removed at Sundale.

I beg to express my appreciation of your vigilance and prompt action, and to thank you for the service rendered.

Yours truly,  
(Signed) H. G. KRUSE  
Superintendent.

Peter Pole, section foreman, Erie R. R., discovered about six inches of broken wheel flange upon Baltimore and Ohio crossing just after eastbound extra had passed over. He reported same to Operator Mulquinn, Baltimore and Ohio North Siding, who immediately notified conductor in charge. Car was reported taken from train at Willard and wheel was a clean break.

#### Chicago Division

Operator O. Hutto, Holgate Tower, recently performed meritorious service by observing a car loaded with pipe that had become shifted. The pipe was about to fall off the sides of the car in Train 4267, west. Mr. Hutto took prompt measures to protect this shipment.

On June 9, fire from a passing engine set the depot platform on fire at Milford Junction. Operator G. L. Rex, in the tower, used the fire extinguisher from the tower and put the fire out before much damage had been done.

First Trick Operator Oscar Hutto, Holgate, observed hot box on No. 4299 east. Train was stopped and condition corrected before any damage resulted.

#### Akron Division

On May 21 Mr. P. W. Hablitzel, 1129 Second Street, Canton, Ohio, while passing the east end of yard limit at "CO" Tower, noticed a broken rail. He immediately notified operator and also flagged engine 2779 and advised of this unsafe condition. Mr. Hablitzel is an employe of The Burger Manufacturing Co., Canton, Ohio. His prompt action in this instance is highly commended. Superintendent Stevens has written him a personal letter of appreciation for his keen interest in the safe operation of trains.

On May 18 while Extra 4314 was passing "FS" Tower, Operator N. H. Shriver noticed something dragging on one of the cars. He immediately notified operator at Ravenna, who had train stopped. An examination developed a broken arch bar on a tank car.

On May 10, Freight Brakeman N. B. Chalfant was acting as flagman with the helper engine at Akron Junction. He noticed a flat spot on wheel of car near the head end of Extra 4093 west. Road Foreman of Engines Sample investigated and

found about seven inches broken out of tread of wheel on Baltimore and Ohio car 20599 which was set off on siding for repairs.

On May 13, while Extra 2339 was passing "GI" Tower, Operator J. A. Keifer noticed brake beam down. He immediately notified crew who had train stopped and the defect corrected.

On May 12, while Train 67 was crossing Center Street, Haselton, Ohio, Freight Fireman A. R. Hubener, who was employed on an engine in that vicinity, noticed brake beam down on milk car. Conductor was notified, train was stopped and necessary repairs were made.

Superintendent D. F. Stevens has written each of the above named employes a personal letter expressing his appreciation for their interest in the safe movement of traffic. Commendatory entries have been placed on their service records.

#### Ohio Division

On May 31, at 8.45 a. m., while No. 92 was passing through Blanchester, Conductor Brisland, in charge of the Hillsboro local freight, observed brake rigging dragging under car on No. 92's train. He notified train crew when rear of this train passed. The train was stopped and defective rigging removed. Conductor Brisland's watchfulness undoubtedly averted an accident.

While Extra 2318, east, was on west-bound track at Byers Junction on May 26, Engineer N. Rice, in charge, discovered about seven inches broken out of ball of rail on eastbound track. He immediately made arrangements to notify proper parties. The close observance on the part of Engineer Rice averted a serious accident.

On April 19, Operator W. C. Pratt, who was on duty at "RK" Tower, flagged Second 96 and called conductor's attention to a broken brake beam in train. The brake beam was removed. Operator Pratt is commended for his action in this matter.

Letter of appreciation was recently received from Mr. W. L. Granberry, Nashville, Tenn., in connection with courteous attention given him by Conductor E. K. Cleveland and Brakeman William Shermer, on train No. 1 on May 19. He said that he was greatly assisted and given very valuable information by these two employes.

On the morning of June 9, Brakeman W. D. Cox with Conductor J. H. Howard, Extra 2884, west, discovered two broken angle bars in eastbound main track at Midland City. Information was immediately communicated to section foreman, so that repairs could be made, and trains were notified to run carefully over the defect.

#### St. Louis Division

While train No. 99 was passing Delhi, Operator F. Vawter observed brake beam down on Baltimore and Ohio 194496. He immediately notified crew and defects were repaired.

While Train First 94 was passing an eastbound extra in siding at Salem, E. B. Milligan, brakeman on the extra, noticed brake rigging dragging on First 94's train. Fearing that he would be unable to attract the crew's attention he boarded caboose and notified them of this defective condition. On examination additional defective brake rigging was found as well as a hot box on one of the cars. His close observance of a passing truck and the action taken to notify crew, which in all probability averted an accident, are appreciated.

On May 28, while inspecting Train

Second 94 in Flora Yard, Car Inspector F. O'Shatz found wheels hot under Baltimore and Ohio 171420. On closely examining wheels, he found that three of them were cracked. One of these wheels fell apart when it was removed from car on repair track. His close observance probably averted a serious accident.

While Extra East 2620 was passing C. E. Cabin at 6.51 p. m., on May 29, Operator J. H. Vawter noticed brake beam down and dragging on eighth car from the engine. He notified crew, train was stopped and repairs were made. This is the second or third case in which Mr. Vawter has observed bad conditions under trains.

#### Toledo Division

On May 7, while Extra 4177 north was passing Sidney Station, Agent C. J. Brown noticed a brake beam down and doing considerable damage. He got hold of the dispatcher and stopped this train at S. W. Cabin, where the brake beam was removed.

MR. H. C. SOUTH  
Cridersville, Ohio

Dear Sir—I note with pleasure the effort made on your part to protect the Company's interest by notifying train crew of Extra 4504 north, of brake beam dragging on car Pennsylvania 707845. This enabled them to stop train and make repairs.

You also called the dispatcher's attention to brake rigging dragging in Extra 4253 north, which enabled him to get this train at Erie Junction.

Either of these instances unnoticed might have caused an accident resulting in property damage as well as personal injury. Such action as this on the part of employes is much appreciated by the Management.

Yours truly,  
(Signed) R. E. CHAMBERLAIN  
Division Engineer.

On May 20, Jesse Jones, assistant shop foreman, Lima, noticed a broken arch bar on Baltimore and Ohio 142189, in Extra south 4650. Mr. Jones notified the dispatcher and car was set out at Erie Junction.

#### Our Watch Inspectors

(Continued from page 38)

Messrs. Strandt & Company,  
North High Street,  
Columbus, Ohio.  
Mr. Guy C. Fitz,  
534 Main Street,  
Zanesville, Ohio.  
Mr. C. J. Brislen,  
Cambridge, Ohio.  
Mr. H. W. McKee,  
Cumberland, Ohio.  
Messrs. Baker and Baker,  
Marietta, Ohio.  
Mr. H. B. Armstrong,  
Barnesville, Ohio.  
Mr. H. Bailey,  
Shawnee, Ohio.  
Mr. C. W. Brokaw,  
St. Clairsville, Ohio.  
Mr. R. L. Hummel,  
3 Arcade,  
Cincinnati, Ohio.  
Messrs. Bentel Brothers,  
Hamilton, Ohio.  
Mr. Gus B. Dorsel,  
213 Main Avenue,  
Elmwood Place, Ohio.  
Messrs. H. Best and Son,  
27 N. Main Street,  
Dayton, Ohio.  
Mr. A. Thoma,  
Piqua, Ohio.  
Messrs. Schneider & Davis,  
Lima, Ohio.

(Continued on page 72)





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Buildings

#### Law Department

Correspondent, GEORGE W. HAULENBECK  
Homage to the State of Pennsylvania

Why should we not have a reference in our Magazine to the State of Pennsylvania? I cannot begin to tell you how many subsidiary corporations we have across the Pennsylvania Line, all doing effective work. At divers times Secretary Woolford signs and makes affidavit to reports appertaining to these companies, and accordingly they come to me as well.

At Philadelphia, H. B. Gill; at Pittsburgh, Messrs. Gordon and Smith; and at ten other places in Pennsylvania, the railroad has eminent counsel who render efficient service. Form Six gives this information, and I am thus explicit, because letters to some of our attorneys are erroneously addressed to the parent office here in Baltimore.

#### Bethlehem Steel

Bethlehem, Pennsylvania, the Mecca of my week end trips, is worthy of note. It is reached by the Bethlehem Branch of the Philadelphia and Reading Railway, and like its companion line to the seashore, its trains make the highest speed, consistent with safety. The Bethlehem Steel Company at Bethlehem is a wonderful institution. It extends for five miles along the south bank of the Lehigh River.

#### Diplomatic Conductor Bender!

On my return trip the other Sunday evening, a young woman passenger declared that her ticket to Washington had already been lifted. Our train conductor knew this was a mistake, but instead of losing patience, he was patient and pleasantly persuaded her to make a more careful search. It resulted happily, for the ticket was found and promptly presented.

Number of train, 509; day of the week, Sunday; description of conductor, tall, hair liberally tinged with gray; weighing not so much in avoirdupois, but possessing oceans of experience and good common sense. He saved the day and that young lady will be a life long patron of our line. She was traveling from New York to Washington.

Our junior addition to the department in the person of George Raymond Brennan is wearing well. I have a strong admiration for young lads who are filled with a desire to do their very best, and to keep a full stock of courtesy and politeness on tap at all times. George is in this class. Now

girls, let him alone please, for he is only seventeen, and there is plenty of time. If it is really necessary to tackle anybody, let the flood gates open upon your obedient. I am impervious to all attacks. I should be distressed if George had cautioned me not to discuss him and his qualifications in our MAGAZINE. I hope no one will entice him away from the Law Department. He is needed here.

The other Saturday my dear old train 524 was detoured over other tracks from Wilmington to Philadelphia. Our train was accordingly whisked along in fine shape and made connection with the Bethlehem train at Wayne Junction. This running of trains at high speed, and detouring when necessary with a minimum of delay, has always struck me as being marvelous.

#### Office of General Manager

Correspondent, H. E. WEIFENBACH

Considering the long absence of the General Manager's Office from these columns, it might be expected that we would burst forth into the spot light with a great splurge in an endeavor to display our vast knowledge gained from daily contact and intimate relations with those who are doing big things for the Railroad. We fear, however, that it would be vain to try to impress anyone with our wonderful store of knowledge, particularly our neighbors. Then too, we do not want to arouse any jealousy among the older inhabitants of the "Column" and are inclined to believe in small beginnings. As there have been some changes in this office since our last appearance in the MAGAZINE, it may be interesting to you all to have an up-to-date introduction to our personnel, so here goes:

A. O. Herman—chief clerk and winner of many trophies in golf. Our advice to him would be that the next time he picks out a circus day in which to move, he hire a row boat instead of a moving van.

V. F. Riley—secretary to the general manager. The honorable secretary is never so happy as when in contemplation of a tour of the Baltimore and Ohio.

T. J. O'Connell—secretary to assistant to general manager. Mr. O'Connell is a great favorite with the flappers, particularly in that Maryland Club bathing suit.

J. D. Hedding—stenographer, recently transferred from Special Accountant J. K. Skilling's Office. A rare example of the effect of European influences on American citizens during the 20th Century. Mr. Hedding's intimate knowledge of the French

and Russian languages and his dissemination of such knowledge are extremely enlightening.

H. E. Weifenbach—secretary to chief clerk, also a former protege of J. K. Skilling.

George Seeds—chief file clerk and champion bowler.

C. W. Staines—file clerk. If you don't believe that file clerks go to Heaven, ask Clarence. As a matter of information, Winfield was married several months ago and has turned out to be a model husband.

Mrs. M. G. Craig—Another member of our illustrious file room. Mrs. Craig needs no introduction, and makes a special request that she be given none. She did not say anything about her picture, though, so we are taking a chance.

J. W. Hamilton—special representative to the general manager. When it comes to figures and facts we take our hats off to Mr. Hamilton.

J. Albert Wieber—junior clerk. Albert has been accused of being a cake-eater, but we think he wears those silk shirts and a flower in his buttonhole just because his (cute) little B. L. girl likes them.

Recently Joseph Barroll, porter on the general manager's ear, was missing for several days. There are various stories about the cause of it. Some say it was from eating too much cherry pie, and others mentioned Ringling Brothers' elephants.

After breaking the ice, to use the vernacular, with this formal introduction, we shall feel better acquainted, and we hope to meet you all again next month.

#### Car Service Department

Correspondent, H. V. OBERENDER

One Sunday during May some of our pretty girls of this office went on a hiking party to Harper's Ferry W. Va. All were dressed in knickers, sweaters, etc. They certainly did have a fine time running up the mountain sides, picking flowers and taking pictures. We'll have a good picture of them here, soon.

Grace Jacobs and Kathleen Ruppert caused a great deal of comment when they came into the office the other day minus part of their hair. Yes, they had it bobbed, but we are all of the opinion that it is becoming to them.

Wilson Auld, manager of our baseball team, has been working hard to land a winning combination. He is ably assisted by Charlie Bayne and "Shorty" Reider, two former semi-pro baseball stars.

Rae Cook and Margaret Zepp recently



Mrs. M. G. Craig, file clerk, Office of General Manager



returned from their vacations. They had a fine time down on the farm among the cows and chickens.

Ruth Beauchamp and Florence Callahan recently resigned from the service to be married. We wish them happiness. Who's next? We understand May Poteet has completed her hope-chest and Evelyn Mays received a sparkler. Looks as if they are next.

### Engineering Department

Correspondent, OSWALD K. EDEN

A word to the wise is sufficient. CROSS CROSSINGS CAUTIOUSLY!

Tennis is coming along in great style, considering the fact that this is our first attempt at organizing a team. Due to the inclement weather, we have not been able to get much practice, but from what has been accomplished, it appears that we will eventually have a well-balanced team.

"Empty" has turned to farming this season. Most every Saturday you can see him heading for Loch Raven where he likes to be among the cows and chickens 'n everything. But maybe it's not the song of the farm that calls.

For sometime past our demure stenographer in the drafting room has been consulting time tables, etc., figuring out just where to spend her vacation. She told me she expected to go to "Gawgia," and declared it was her ambition to settle down in a southern town. We wonder why and who is the cause of this.

Those of you who missed the Festival of Lights and Flowers, held on the grounds of the future Protestant Episcopal Cathedral of Maryland, and especially the clavilux, or color organ, missed a sight worth seeing.

What is to be done to a person who tries to drive his Ford down the street with a safety lock on one of the wheels?

How many of you have read the interesting department running in our MAGAZINE, entitled "In the Realm of the Riddle," originated and written by George H. Pryor, auditor disbursements? "Alf" and I, with the help of a dictionary, have been able to solve most of the puzzles in the May issue. Why not try your hand at it? Besides enlarging your vocabulary, it affords an enjoyable past-time for your spare moments.

I wonder how many knew that the Company maintains a library for the convenience of its employes. I'll wager not many. The library is situated in Mt. Royal Station, and Mrs. E. P. Irving is librarian. No charge is made for the borrowing of a book, and I am sure that there are several books in it that you have not read. If you have never heard of it before, and would like to receive information, ask your chief clerk or write direct to Mrs. Irving. Among other good books they have the well-known, but infrequently read, Harvard Classics, which are worth the time spent in reading them.

We have another addition to our "goggle" club—"Joe" Gallagher, of Engineer of Buildings Office. He looks all dressed up nowadays.

When your friends go on their vacation, if they have never been there before, be sure to get them to see Washington, going on their journey via the Best and Only.

The other day "Colonel" Frye was in the office with his sleeves rolled up and without the customary collar. Verily, by this sign we knew it was warm.

When writing letters don't be afraid to put a subject at the head. It might cost you a little extra effort, but in the end it will save a lot of time and inconvenience when the preceding correspondence is wanted in a hurry.

Looks as if J. F. C. has gone housekeeping. At least it appears that way as he always carries a camouflaged market basket, more commonly known as a grip.

We hear that Roger Hilleary Leroy Bell goes over to Washington on No. 5 every Saturday afternoon, gets five gallons of tax-less gas and brings it home for use on Sunday. Some people sure are progressive!

### Office of District Engineer, Pittsburgh, Pa.

Correspondent, J. M. WHEALAN  
Accountant

Recently Mr. B. was an interested spectator of the methods used in the Accounting Department. He stayed a little longer than he anticipated, but left well satisfied.

Our quarters are in any but spick and span condition these days because of the presence of the painters, but we live in hopes that some day "calmness and serenity will reign once more" as Mr. R. says.

We are enjoying the excellent company of E. R. Winslow, senior land appraiser, Valuation Department, Cincinnati, Ohio, who is engaged in performing some valuation work in this vicinity.

Messrs. Lane, Lang and Kinsman were visitors here recently, it being Messrs. Lang's and Kinsman's first view of our new offices. We were also glad to greet Mr. Frye, Mr. Bennett's office, Baltimore, who was here recently in connection with some accounting matters.

Miss W. was good enough to act as buyer for the married members of this department a short while ago. Bungalow aprons were the center of attraction. We hope that the wives will be satisfied with the results.

Mr. M. was fortunate in securing a bargain in a new car and is very proud of it.

There are a good many members of this office who are gaining a lot of experience in the proper manner of dickering with auctioneers. We understand that the auctioneer came off second-best several times, if we can judge by the number of trophies presented for inspection.



Fritz Broderick, on his return to the office after the concrete mixer turned over

### District Engineer's Office, Baltimore, Md.

Correspondent, J. F. COLLISON

CONGRATULATIONS! Cyrus III is a fine baby boy, son of Mr. and Mrs. Clarence Young, born on June 2. Mr. Young is engineering accountant in R. C. Howard's Office, Mt. Royal. There ain't no living 'round "Cy" these days.

The friends of Assistant Engineer R. C. Howard who is stationed at Mt. Royal, will be sorry to hear that he is compelled to be away from his office because of illness. We hope his recovery will be rapid and that he will be back with us again soon.

### Office of District Engineer, Philadelphia, Pa.

Presenting a One Act Playlet in two scenes, entitled:

"The Turning Over of the Concrete Mixer"

Time: May 26, 1922.

Place: New warehouse, 24th and Walnut Streets, Philadelphia.

#### SCENE I

Scene: Site of construction. We find mixer situated on bank along 24th Street side. Enter Francis D. Broderick, Inspector, played by "Fritz" himself, who is standing about the center of the job. Mixer turns over when the bank gives away and falls down the hole.

Fritz: Hey! (and then he turns away, his coat tail at about 90 degrees from his body, and disappears).

#### SCENE II

Office of Assistant Engineer: Teders, Gwathmey, Boettger and Jones all supposed to be working hard. Enter Fritz, all excited and with his hands up over his head. He is breathing hard.

Fritz: It's gone! It's gone! (endeavors to regain his lost breath).

All: What's gone?

Fritz: It's gone! I knew d— well it would go. I told 'em! (Hands still in the air.)

All: What's gone?

Fritz: The d— mixer. It's gone, don't cha know, down the hole! The bank gave away and it's gone!

(Everybody laughs except Fritz who doesn't see the joke; then all journey down to the job to see the wreck).

Curtain.

### Office of District Engineer, Cincinnati, Ohio

Correspondent, GEO. F. DAUBENMERKL

Earl W. Stout, former transitman, is now employed on city engineering work, Trinidad, Colorado. Earl says the work is similar to Railroad work, for which he still retains a fondness. The altitude of Trinidad is 6,000 feet, and with the surrounding peaks 14,000 feet. Some scenery, we'll say! We all wish Earl every success in his new work and hope to see him back with us some time in the near future.

George Kopp is now experiencing the trials and tribulations of city life. Mr. Kopp wants to purchase a home, but is trying to find the person who told him prices were dropping.

Assistant Engineer James P. Ray has moved to a new location in Lawrenceburg, Ind. Jim says he has a fine garden with strawberries 'n everything. Several of the boys state they are going down and watch him wrestle with the weeds. I suppose Jim wears one of those big loads of hay on his head known as a straw hat.

J. J. Kolker, our radio expert, has engaged in the construction and installation of receiving sets. His latest victim is Mr. Wakefield, who goes around with a harrie l



look on his face. What's the matter, George? Doesn't it work, or is it loss of sleep "listening in?"

Mrs. S. A. Graham and family recently paid a visit to relatives in Pittsburgh, leaving S. A. to run "Bachelor's Hall."

P. A. Callahan has found a successful way to increase his avoirdupois, the formula being very simple. He joined the North Cincinnati Gym and takes a strenuous workout every Wednesday night. Result, a loss of 2 pounds. Then comes the refreshments (limberger, etc.). Result, a gain of 3 pounds. Net result "A" gain.

"Jim" Spires, Cost Department, Baltimore, was in to see us recently. We were all glad to see him, as he is popular in Cincinnati and more especially Newport.

Mr. and Mrs. McKibben paid a visit to Mr. and Mrs. Davis at Greenfield recently and "Mac" says they had quite a time. They say "Mac" is some Pinoche player. He can beat the Mrs., but can we judge him correctly on that performance?

What would Stanley Thompson do if Chester Park should burn or have to close up? Every Sunday night, regularly, for "Tommy." He has a stop-over on the trip to Chester Park "Reichrath's Garden."

Business around Cincinnati is picking up nicely and everybody on the staff is in good humor and stepping lively. Bring on some more work if it keeps the boys in good humor.

**General Freight Claim Agent**

Correspondent, **GEORGE DOBBIN**

Yes, it's plenty hot enough for us, thank you!

The getting of business for the Baltimore and Ohio Railroad, whether it be freight or passenger, has been one of the most worthy objectives of every member of the "Best and Only" family for some time past. Conditions now point to a return to normalcy, and the outlook for busier times in manufacturing and other commercial lines seems to warrant an optimistic attitude in general. Shippers and the traveling public are both availing themselves more freely of the service extended by the railroads, partly because the economic situation has improved and partly because of the 'word-of-mouth' advertising practised by the 'Vets' and other loyal employes. Financial improvement increases the volume of business to be gotten, but competition is beaten only through **LOYALTY** and **UNITED EFFORT**. Let's go.

Fireworks, being spectacular, always attract crowds, as demonstrated on the past 'ga-lorious' Fourth (as pronounced by our best orators). But they die away swiftly, leaving but a rather unpleasant odor. Give us the steady 'plugger' who has a purpose in life and a goal to work for; he is a safe bet.

Great visions of the swimmin' hole! Our own George Garner of K. K. K. fame, has taken to the latest modes in gray shirtings. How is the law school these hot days, old timer?

Our friend, George Travers, is challenged as the Squire of Overlea by John Koehlein. John claims that title, leaving Belmar to George in a spirit of friendliness. Oh, you Belair Road!

The 313th Infantry had a fine crowd for their moonlight on June 8, in spite of the rain and the threatening clouds. Such support is more than deserved by an organization whose club house has its walls partly



Left: Walter Garland Fink. Center: Tommy Fitzpatrick, ready to go a-canoeing. Right: Eddie Litke, former employe of the Freight Claim Department, now enjoying the sunny lands of California and waiting for the 1.07 on the S. J. and E. R'y. See G. F. C. A. notes

covered with pictures of 'buddies' who sleep in France.

Flynn has been in a rather dreamy attitude these few weeks past and we believe that the seemingly pleasant chats with Miss Brillhart may have some bearing on the case. Don't be a lonely "batch" all your life, Flynn, old scout—we don't see how you can resist "them" eyes anyhow.

Treat the boys in the back room, "Eddie," yeah, banana royals. Oh, shucks!

Sometimes the circus is an excuse for the old folks to take the youngsters and thereby glimpse the beautiful rhinoceros, but this time we found Mr. Griffith and Miss Kramer cramming the peanut down sundry throats, including those made famous by Darwin. The pink lemonade will do it, Griff. All of which goes to prove that the quieter they are, the faster they think.

"Shad" Gaynor ushered in the summer season with his usual display of natty socks. Paris may have the styles, but we have the wearers.

Mr. Waters invited a bunch of friends to a Masonic meeting and "feed" at Odenton recently. Sweet visions of golden brown chicken! "Hoggie" Brown and "Skinny" Keene held the boys up so long trying to eat up everything so that the ladies would not have to take it away, that we missed all but the last train. Thank you, J. I.

Close by will be seen the photo of Master Walter Garland Fink, Jr., aged three years. He is the manly little son of friend Fink.

Some of the fellows in the office remember Eddie Litke, who went to California to seek health and found in that varying elime of snow-capped mountains and balmy vales not only his health, but an occupation in which he seems to be making good. Have a good look at this photo of "Ed." Best of luck to you, "Ed," from all.

Our marriage roster is not only a blank for this summer (so far) but the signs don't indicate any improvement. Who believes in signs, anyway!

Keep your temper folks; let your mind dwell on the cooling breezes of the North Woods and the cooling drinks of Cuba and elsewhere.

We have with us today a photo of "Tommy" Fitzpatrick, of the O. S. & D. Division, canoeing. Atta boy, "Tommy!"

Hurrah for the baseball game of the Married Men vs. the Single Men of this office! They played a great old game on June 12, resulting in a victory for the benedicts. Score, 15 to 9. Goeller and Neville pitched on the side of the victorious, and Garner pitched for the "aint-yets." Never mind, girls, keep on rooting and someday you'll be proud of Garner. He's got the makings of a good pitcher—or spoon holder, which is it?

We fervently hope that our own Miss Wingate has fully recovered from the inconvenience caused by the sad loss of a portion of her wardrobe at Bay Shore Park on June 11.

**Tariff Bureau**

Correspondents, **F. W. RUPPERT** and **C. A. WAGNER**

The full tariff force of this department has been working hard on the 10 per cent. freight rate reduction, which went into effect on July 1. Everybody put his best efforts into the work with the view to finishing the reductions in time to allow at least a three day notice on all issues as well as a vacation for all concerned. It is hoped that the cost of living will come down accordingly.

Mrs. Hoyt, who received serious injuries when she was struck by an automobile a few months ago, is now improving. We are all glad to hear Mrs. Hoyt is able to sit up for short intervals and we hope for her complete recovery.

Well fellas 'ja get yer vacation yet?

No, Ralph, the Charge of the Light Brigade has nothing to do with the bills of the Consolidated Gas Co., nor is the Daylight Savings Plan connected with The Baltimore Savings Bank.

Ann B is now sporting a country fellow; he has been seen driving his wares to market in high boots, with his little tootsie by his side. Wonder what Annapolis Charlie would say if he knew.

Rain, which was plentiful, is said to have been of wonderful value in assisting the vegetable gardens of our industrious clerks, to sprout the first signs of encouragement. A prize of six rubles will be paid to the first one bringing one full grown, edible vegetable to the office; said vegetable must have been grown in his or her garden.



### Valuation Department

Correspondent, G. B. SAUMENIG  
Accountant

In the May issue of the MAGAZINE the following limerick appeared:

We have an affliction named Doyle,  
Whose wife consumes pure olive oil,  
He thinks matrimony  
Is a pathway quite stony,

To the person submitting the best last line, the author offered the prize of one plugged car check. Under date of June 13 from far away Washington, Ind., comes the last line which is worth passing on to our readers:

Well, why did he marry the "goil."

The author would appreciate being advised the name and address of our friend from the west, in order that the prize may be sent promptly. In case it could be arranged for this party to come to Baltimore, public presentation of the trophy would no doubt draw a great crowd.

In the past our attention has been directed to the wonderful colors shown by some of the boys. There was Smythe in his shirt of many colors, and Gumpman, whose dainty pink creation stood out prominently in the office. Now Faber, who has always been noted as a quiet dresser, sneaks in with the most beautiful shirt of salmon pink. He claims his wife made it for him and even if we congratulate her on her taste, yet we hope she will see to it that it is only worn on special occasions and then not to the OFFICE.

Switchlamp McGarry is very busy these days and has his troubles, according to his nickname.

We are glad to have Pilot Engineer Bowditch back with us after his six weeks' leave of absence.

Our friends R. E. K., O. G. W., and R. C. S., can be seen each day about noon at the Caswell Hotel Drug Store. They say it is coca-cola and it has also been rumored that a free lunch is given with each glass of beverage, besides the usual generous supply of graham crackers. After a strenuous morning of corporate history and intricate building subjects, it certainly must be a grand and glorious feeling to be able to secure such a repast at such a low cost.

Brewer and Daws had a wonderful time early in June on their fishing trip. Their stories were exciting but unbelievable in their unusual similarity. Brewer claims to have caught the largest fish ever taken. Photographs, please.

Johnny Linder, a former "Duncanite," has left the service of the Baltimore and Ohio Railroad to accept a position with Morris. We have not been told whether it is the Soda Water Man or the Real Estate Man. We hunted up Miss Dorsay but found out that she had left the Real Estate Department. The date has been set and further particulars will be given in a future issue of the MAGAZINE.

There are but few offices where styles and colors are shown that can be compared with the Valuation Department. How is the following for an outfit?

Shoes, furnished by Gus Spath (Size taken into consideration).

Fur cap, donated by Vorwerck (Used in all seasons).

Checked trousers, loaned by Boberg (Must be returned).

Choice of shirts, property of Gumpman, Smythe or Faber (Beautiful assortment).

Cerise tie, practically new, says Porter (The only one we could find).

Collar, Bonney could only stand it one day (It costs 14 cents to launder).

Latest haircut, especially noticeable on Cathcart, Wilkinson and Vorwerck.

Hair tonic, used in great quantity by Meese.

Pilot Engineer Dougherty has that wonderful smile. Mary Helen, weight 8 pounds, arrived on June 15. Both Mrs. Daugherty and Mary are doing well. Daddy is very proud and is constantly holding secret conferences with the various fathers in the office.

Our girls are trying to outdo each other as far as sweaters are concerned. All colors of the rainbow are seen. It is difficult to make a selection, they are all so classy.

Pilot Engineer Bolin attended the Eighth Annual Convention of American Association of Engineers during the early part of June. It was held in Salt Lake City and it is rumored that Mrs. Bolin insisted upon going. In reading over the program and news of the convention, it is noted that our representative was very popular and it is with great pleasure that we are able to quote several items from this Convention's News:

The longest man in all the show,  
Is Bolin Bill of Baltimo',  
In stocking feet, Bill's six feet seven,  
Bill claims he's very close to Heaven."

"There was a sudden rise in the level of Great Salt Lake this afternoon for which no approximate reason could be given until we spied Bolin of Baltimore in the briny deep."

There have been many verses written about the grouch, some good and some bad, but the following which was handed me the other day, seems to be one of the best:

#### The Champ

It is easy enough to be grouchy,  
When things aren't coming your way,  
But the prize old growl  
Is the man who can howl,  
When everything's going O. K.

(There are always a few in each department who take great delight in growling. It is hoped that this little verse will help.)

#### Worth While

In searching for cost data one of our men discovered a volume that contained just what he was after. This volume belonged to the United States Government and was the only copy at Washington, for the department's own use.



The late Charles A. Luken, Office of Auditor Coal and Coke Receipts. See June issue

Mr. Axel H. Oxholm, Chief Bureau of Foreign and Domestic Commerce, upon discovering the information desired was for the Baltimore and Ohio Railroad to assist them in valuation work, agreed to loan this volume in return for the courteous treatment he has always received while traveling over the Baltimore and Ohio Railroad. He also complimented the Baltimore and Ohio for the excellent Dining Car Service, and never fails to ride the Baltimore and Ohio Railroad if possible to do so.

This, I think, is what we all like to hear, so why not pass it along?

(Signed) G. SPATH,

Valuation Department.

### Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPURT

The sincere sympathy of the entire office force is extended to A. T. W. Moore, whose father died suddenly during the last week of May; and to W. J. Watts, whose daughter Helen expired after a lingering illness on the night of June 8.

The final chapter of the 1921-1922 season of the office bowling league was written on Saturday afternoon, May 27, when the members and a few friends held an outing at Willow Spring Shore.

The start was made direct from the office and a light lunch was ready on the grounds when the party arrived. All sorts of games and sports were indulged in during the afternoon. By the time the main feed was ready, everybody had a ravenous appetite. Chicken, soft crabs, fish, etc., disappeared at an alarming rate.

The day itself was not what could have been desired, but everything considered, an enjoyable time was had and the affair voted a huge success.

Anyone desiring a joy ride in Andy Ku Ku Bickel's "fliv" can do so by seeing his booking agent, Mr. Jerry Johnson. Understand a horse has been bought by this firm, which insures a round trip. All kinds of thrills are experienced on this trip and once taken, will never be forgotten.

### Auditor Disbursements

Correspondent, JOHN C. SVEC

We congratulate John A. Zimmerman, head clerk, Journal Entry Bureau, upon being with the Baltimore and Ohio Railroad Company for 42 years. Mr. Zimmerman entered the service on June 1, 1880, starting in the ranks as a messenger, Telegraph Department. Shortly afterwards he was transferred to this office, where he has remained ever since. Although "Cap" is not quite 54 years old, he looks as though he will not get any older and that he will spend quite a few more years with the Company. Good Luck, "Cap," and may you be with us a long, long while.

The accompanying picture is of Richard Charles, 27 months old son of Charles N. McDevitt, clerk, Payroll Bureau.

The picture of Miss Selma M. Herzog was taken while she and Miss Emilie H. Tripp were on a stroll through Jackson Park, Chicago.

June, as usual, brings forth the blushing brides and many showers. On May 17 the girls of the Payroll Bureau gave Miss Loretta A. Schaffer an aluminum kitchen shower. She was taken very much by surprise and was pleased with the gifts. Refreshments were served and the evening was spent in music and dancing.



On Saturday afternoon, June 3, a luncheon was given Miss Marie A. Smith by Miss M. Virgin Mitchell, in honor of her approaching wedding. The girls of the Payroll Bureau were present, also some of our former brides, Mrs. Hendrickson, Mrs. Fowler and Mrs. Aist.

On the following Monday, June 5, a miscellaneous shower was given by all the girls of the Payroll Bureau, at the home of Miss Gladys Griffith, in honor of Miss Smith. The affair was an enjoyable one. Music and refreshments were indulged in 'til a late hour.

A recent wedding was that of W. S. Nicholson, M. C. B. Bureau, to Mrs. Murr, Pittsburgh, Pa. The wedding took place on Thursday, June 8. Mr. and Mrs. Nicholson spent their honeymoon in Atlantic City. We extend our congratulations.

Edward S. Deal and Charles V. McCauley have both returned to the office, having been away for several weeks because of operations for appendicitis.

E. W. Beck and J. A. Remington have been absent from the office for several weeks because of illness. We are hoping that they soon will recover and be with us again.



Charles V. McCauley, Jr., one year old son of our clerk, Payroll Bureau

The Auditor Disbursements Baseball Team has been playing splendid ball, having won six games and lost one. They have their opponents on the run and are trying to stay in the lead. The boys hope to capture the pennant this year.

We have been advised that the ring "Tony" K. gave away this year is the one that counts and that the ones that were given away before did not count. It has been rumored that the date has been set for August. We will let you know the results in a later issue.

**Auditor Passenger Receipts**

Correspondent, FRANK O. CLARKE

Little Dan Cupid has popped a few suggestions for vacations. As it seems now, he surely will have quite a number under his supervision during this season, and our office will be well represented at the License Bureau. For further information ask our Little "Carl." Good luck to you, old boy.

There is a fellow named Kuehn, Who has a little machine, You can hear it rattle, you can hear it puff, And it always rides like the road is rough.



Richard Charles McDevitt and Miss Selma M. Herzog

Now Mama and Papa and Eddie Kuehn, All sit up straight in front the machine, "Are you ready my dear," you'll hear him cry, Then Bang! "What's that, mama?" he'll sadly sigh.

Daddy Kuehn wishes to announce that Eddie, Jr., who is now three months' old, has one tooth, pointing north.

Harry Phelps, who was recently operated upon, is improving slowly; we are looking forward to the time when he shall again be among us.

Misses Helen Schaaale and Martha Akers, both of whom have been seriously ill, are rapidly traveling the road to recovery.

The head clerk of our Statistical Bureau, Mr. Jenkins, who has just returned from a visit to his brother's home on the Pacific Coast, brings us news from our old friends C. X. Hale, Gilroy, Cal., and Agnes Hoffman, of Los Angeles, Cal. Mr. Jenkins informs us that clerks do look good in overalls sometimes, and he expresses his delight at being personally conducted through Hollywood by a real movie actress, none other than our little "Aggie."

Auditor Passenger Receipts C. H. Poumarat was in Cleveland from June 6 to 10, attending the meeting of the Railway Accounting Officers' Association.

Let's not forget our picnic this year at Miller's Park. "Remember Last Year?" I'll say we do. Some good time! Well, this year is going to be just twice as good.

What say? Could'n't be possible? Well, just wait and see what "Johnny" Finn has up his sleeve for us; he just knows we can't forget July 29.

Alfred O. Whitehorne, accountant, who had been ill since September 30, 1921, died on Sunday, June 11, at about 3.00 p.m., much to the sorrow of his former associates.

Mr. Whitehorne had been in our service since September 15, 1881. Throughout his long years of activity he proved to be a conscientious, efficient and estimable employe; his demise has cast a gloom over the entire office.

The funeral took place from St. Luke's P. E. Church on Tuesday morning, June 13, at 10.00 a.m. Mr. Whitehorne had been a member of this church for many years.

Mr. Whitehorne was a man of amiable disposition and fine intelligence. He was a lover of music, having been at one time a member of St. Luke's Choir, and his many good qualities were recognized and appreciated by all who knew him. It is believed that in passing down the dark river of death he will find beyond a sunlit sea to bear his barque on a voyage of supernal happiness.

The beautiful poem memorializing him, and written by our esteemed assistant auditor, Mr. Grice, will be found on another page of this issue.

**Auditor Merchandise Receipts**

Correspondent, P. HENRY STARKLAUF

Note our latest picture, "Do you remember way back when, about 1899—they looked like this?" Must have been Springtime. In



OLD TIMERS OF THE A. M. R. OFFICE

Thomas Robier, deceased

A. H. Atwood

S. T. Newton

Phil Williams



the picture are: Thomas Robier, deceased; A. H. Atwood, Local Settlement; S. T. Newton, Int. Settlement; Phillip Williams, now A. C. & C. Office.

### Eastern Lines

Pier 22, North River, N. Y.

Correspondent, JOHN NEWMAN

Another Tiffany solitaire illuminating Pier 22 Office. Shades of Croesus and the Maharajahs of kingdoms past and to come! How do they do it? The third one this year of grace: First our beloved "Fattie"—(topographical error)—Hattie M.; next Miss Kewpie G., and now Miss Florence Petero. Big diamonds! Are they all marrying Geewhatawads or Millionbucks?—When I got engaged I paid \$1.50 for the engagement ring; it looked fine at the time (I don't see the Mrs. wearing it any more). The news of Miss Petero's shiner was brought to us from the other office. Again we pronounce the word "CONGRATULATIONS!" Who's next? Please tell the correspondent.

Miss Elinor McDermott sailed for Tipperary, as forecast and scheduled in the May issue of the MAGAZINE. Her popularity is attested to by the fact that on May 18, two days before her sailing, in a downpour of rain, her friends in the claim department and some others crossed the bay to her home on Staten Island, and gave her a "surprise party" that both she and the surprisers will long remember with pleasure. An impromptu musicale and dansant was arranged at which certain amateur artists and artistes distinguished themselves in various ways. Special notice is due the following: Mr. D. Hooper, impersonating Paderewski; Miss "P. K." as Salome; F. Manthey and Miss Schultz, singing; Frank McArdle and Miss Bowne, fancy dancing; Miss Elinor and Miss Rosalie, looking radiant; et al enjoying themselves.

Francis Joseph Duffy, our Accounting Department, has left to engage in business for himself, in the candy trade. May he succeed and from a candy kid develop into a candy king! Nice as a Bon-bon himself, clean and good natured, he *should* succeed. He was liked and will be missed by his fellows here, and particularly by his lunch partner, "the girl he left behind him."

This correspondent stuck his finger, not

into a pie but into the bunghole of a hornet's bungalow when he took liberties with Miss Wilson in the May MAGAZINE. Thus sometimes our good intentions are misconstrued and get us into trouble. Being physically less than nothing, myself, I have always looked with envy and admiration upon those blessed with volume, and the notice given Miss Wilson was meant as a congratulatory compliment. But it seems that as volume is not "en vogue" at present, I missed my mark. And I never thought that such a nice girl as Miss W. concealed a temper. I apologize for being too personal, but cannot retract anything I said, it being the truth.

Montclair, N. J., where "Tom" Bradley is raising a family and "Jim" Lynch expects to, is in New Jersey. (N. J. means New Jersey.) Taxies will take one (or two) to Montclair for a green "V." Of course there are other cheaper means of transportation, but taxies are more comfortable and slower; they will get you there when it is all over and time to go home. This for the benefit of C. H. R. and P. J. O'C.—"Dave" Hooper says there are plenty of taxies in N. J. looking for N. Y. City farmers. (This is contributed and the Correspondent disclaims all responsibility.)

In Memoriam: It is saddening to report the death of a good man, especially so if he is a young man, strong and full of ambition, as was Cornelius M. Toomey, our agent at Wallabout Station, who died on June 1. He leaves a wife and child and a host of friends to mourn his premature "going West." Mr. Toomey began his career with the Baltimore and Ohio at the age of nineteen, in January, 1907, and worked up through the usual grades to foreman of labor at Pier 22. Sterling qualities brought him to the notice of his superiors and secured for him the Wallabout agency in March, 1919. The sympathy of us who knew him goes to his bereft family.

The Careful Crossing Campaign's three-color poster, picturing an impending collision of a fast train and an auto, produces a sensation of horror, a desire to shout, first, and next a lust to throttle the creature at the steering wheel who gambles with death, with the lives of others at stake. The sad part of it is that a person so dead to moral responsibility is impervious to such appeals as the poster carries to normal humans. Perverts of that stamp consider it a mark of distinction to be given the title "dare-



Mistress Mary, quite contrary? No! Her last name is Caffrey

devil;" haven't we heard them boast of being arrested for reckless driving, each arrest another valued "nick in the gun-handle?" Potential murderers, they should be incarcerated as homicidal maniacs.

"Emmy says," says Miss Stevens, that a frown calls 65 facial muscles into action while only 13 respond to a smile. As a "bon mot" it is good and apt to provoke a smile where a frown dwelt before. However, the smile that counts does not call for any facial contortions; it shines from the eyes. It is a spontaneous expression of approval of something pleasant and denotes a mind receptive of the good and beautiful, distinct from the society smirk and the ingratiating smile of the sycophant and the tempter. "A man may smile and smile and be a villain."

A frown is the expression of a mind concerned chiefly with trying to adjust external things to self, instead of trying to adjust self to facts. A frown frozen to the face is forbidding. So is a frozen smile. The perpetual working of the 16 muscles may conceal a vacant mind. The man "who can smile when everything goes dead wrong" is a fanciful poetic fiction. Under such conditions, a man may force his features into a grin, but that is not smiling, it is bluffing.

We present Miss Mary Caffrey, assistant to terminal timekeeper, the girl whose nimble digits tickle the 20-inch "Underwood Standard" to disclose the amounts of next payday's checks (one of the most important jobs on the system; what would we do without them, the checks to wit). Miss C. has many other qualifications besides the following: Age 22, amiable, charming, unattached, heart-whole and fancy-free, she says. (What a chance for someone still beyond the horizon!) We may also add, in confidence, that Miss C. is accomplished in housekeeping duties; she has told the correspondent that sometimes she helps in the kitchen at drying dishes, when she can't go out on account of the weather. She can also pick up and pass to its destination unlimited pieces of candy, while typing, without missing a figure, the while she hums Irish tunes through her nose. She is nice, and we would hate to have her otherwise.

### Staten Island

Correspondent, G. J. GOOLIC

The accompanying picture is of Miss Francis O'Donnell, extra ticket agent.



Random Shots at Pier 22 by Cartoonist Lynch





Left to right: George O'Regan and John V. Costello; St. George Tunnel; Miss Francis O'Donnell, extra ticket agent, St. George

Francis is well liked by everyone and is always there with a smile—just as you see her in the picture.

Here we have a picture of George O'Regan, clerk, Car Accountant's Office, and John V. Costello, assistant chief clerk to Superintendent, Pier 6, St. George. George and John have no creases in their trousers, but since this picture was taken, they sent them to the tailor and had them pressed.

Freight Clerk Frank Avezac is receiving congratulations from his friends on the arrival of a baby girl.

Here is a picture of St. George Tunnel. This is the only tunnel on Staten Island. There are about 430 trains going through this tunnel daily. It is 585 feet long and located just at the entrance of East Shore Terminal, St. George.

**What We Would Like to See in the Division Engineer's Office:**

- J. L. S.—Stop walking the tracks.
- W. E. P.—Get good service on the telephone.
- W. J. V.—Come in late (Impossible).
- F. T. M.—With empty pockets.
- A. R.—Out of a hurry.

- G. J. G.—Stop winning the pool.
- V. C. N.—Stop eating.
- B. I. H.—Wear her red hat.
- P. S.—Stop listening on the radio.
- D. R.—Stop flirting with traffic cops.
- H. G.—"KAKE EATER," eating cake.
- J. B.—Keep from the news-stand.
- H. J. C.—Stop swearing for two minutes.

Our hats off to Agent F. J. Gorman, 26th Street Stores, New York City. On May 31, "Al" Rauscher discovered a fire underneath a plank in the yard. F. J. G. rushed forward with pail of water which he threw on the fire, probably saving the Stores from considerable damage.

William "Buck" Langford, Division Accountant's Office, got his first shave and massage on June 2. "Buck" as he is known, thinks he is the berries now. The boys are unable to hold him.

They spent their honeymoon in New York. The office force extends congratulations.

The following is line up of baseball team organized from our various office forces: Dean, second base; Richardson, short stop; Higgs, first base; Machin, right field; Fox, left field; Mallery, center field; Moore, catcher; Hibler, third base; German and McMillen, pitchers. They started with their first game at Latrobe Park, and by the time this article appears, they expect to be going strong.

Quite a lot of sport is had by the office forces at Camden playing indoor ball during lunch hour; but we understand if "Ed" Hughes continues to make errors and shake the earth, he will be ruled out.

Miss Thelma Thomas, stenographer, is back with us again after a leave of absence because of ill health.

**Baltimore Division**

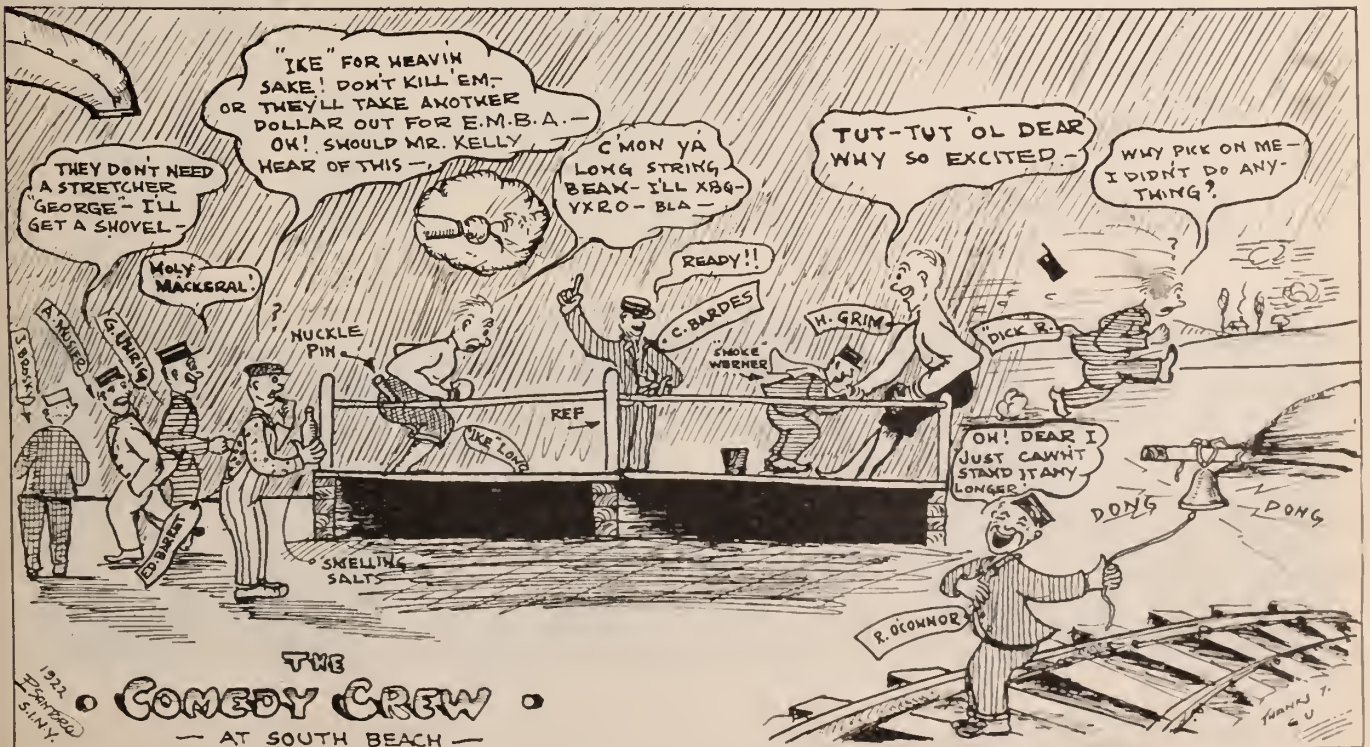
Correspondent, W. H. TARR

Transitman John Collinson, Engineering Corps, Camden Station, and Miss Katharine Bichy, clerk, Division Accountant's Office, were united in marriage on June 3.

**East Side, Philadelphia**

Correspondent, CHARLES H. MINNICH

Mr. and Mrs. Morris Heitzer are being congratulated on the arrival of a new baby girl. They have named her Bernice and held a big celebration and party in honor of the great event.



1922  
JULY 1922  
S.I.N.Y.

**THE COMEDY CREW**  
— AT SOUTH BEACH —





George B. Smith, son of S. I. Smith, East S. de Yard Conductor. George shows marked ability in English composition

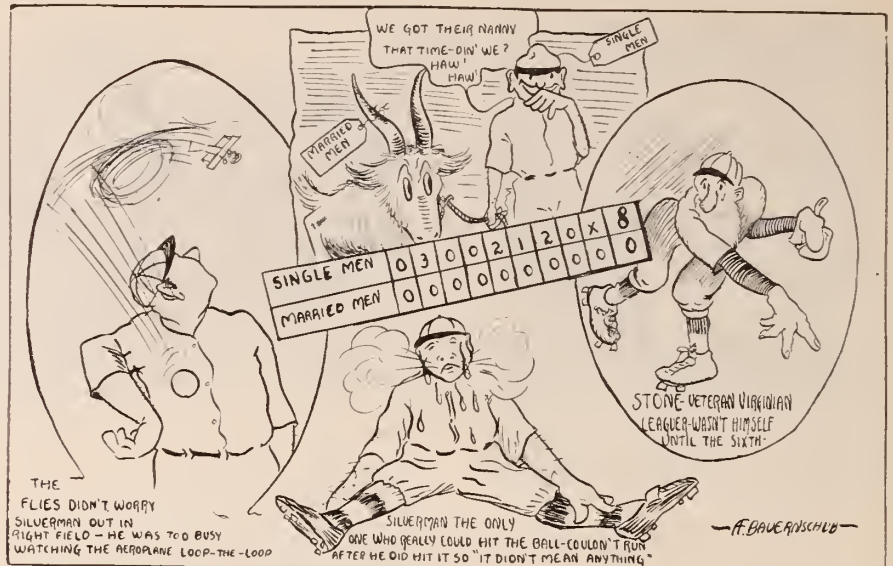
Mr. Wilde, chief clerk to the terminal trainmaster, East Side, may now be seen driving his own car, a Chevrolet sedan. One more patron lost to the Philadelphia Rapid Transit!

Office chorus—as “Rebel” is about to start home on his bicycle: “Wait a minute, “Reb;” we’ll give you a *Home Routel*” Get it?

We have noticed some splendid telephone service at East Side lately. On investigating, we discover that it is largely due to the efforts of little “Tommy” Dove, Chestnut Street, who occasionally takes a hand as substitute telephone operator at that station.

On April 30, Veteran Grant Machin, painter, East Side Shops, died in the Hahneman Hospital, Philadelphia. His death was the result of many weeks’ suffering from a complication of diseases.

Mr. Machin was in the service of the Baltimore and Ohio for a period totaling over 43 years, making him, we believe, the oldest employe in length of service at East Side. He was a hard-working man, of kindly disposition and obliging manner, willing to help everyone. He did many little favors in his line of work which gained for him the appreciation and respect of many of his fellows. I am indebted to him for a complete set of stencils, covering each month of the year, east and west, inbound and outbound, by means of which we were enabled



**AGENT'S OFFICE, CAMDEN STATION**

Why the single men won, 8 to 0, in the married men—single men baseball game Decoration Day. This was a championship game played at Clifton Park. The results? See the picture

to produce in minimum time, labels for our index books in the Car Record Office. These are silent evidences of his skill and good will.

His funeral services were held at the home of Charles Block, Eastside machinist, 7103 Gray's Avenue, Philadelphia. Here his many friends and fellow workers called to pay their last respects.

**Washington, D. C. Freight Station**  
Correspondent, W. L. WHITING

Notwithstanding the fact that the temperature is dancing around the ninety-degree mark, our business here keeps up with the thermometer. We are kept as busy as bees running along with the procession of both inbound and outbound freight. This is a good indication of what we may expect during the approaching fall and winter, when things get real busy.

We are, and have been so busy that no one seems to be thinking about vacation. The only member of our force who has enjoyed anything approaching it is our revising clerk, P. S. Smith, who has recently returned from an extended trip through many of the western states; but even this trip was partly of a business nature, and could hardly be termed a vacation. Mr. Smith left Washington for Dallas, Texas, on business, and then started for the northwest, finally landing at Billings, Montana.

We have had one change in our force since the last issue of the MAGAZINE. Our messenger boy, Windsor B. Haga, has obtained a position with a large packing house in this city. He is succeeded by Richard Kearns. We welcome the coming, and speed the parting, wishing both success.

Sealer M. F. Kelly and Delivery Clerk W. A. Keys are still on the sick list. We are optimistic enough to hope to see them around again before long.

Our veteran claim clerk, Jesse T. Carr, reports the arrival of a grandson, who was left by the stork on June 9. Baby weighs ten pounds. Grandpop's head is a little higher than usual.

The World of Mirth show is at present parked in our Yard, although it arrived sometime ago in Washington over another road. Since its next destination is Charleston, W. Va., it naturally had to come to the road that would give it the best service.

**Baltimore Terminal Division**

Correspondent, MARTHA V. FOX

Every man to his own sport, but Dr. Mather's latest fad is pruning the vines around his summer home. Looks as though this would be great sport. Shades of Volstead!



FROM THE STATIONER'S OFFICE

The late William H. Kirman and Robert E. Ward. This picture was taken in 1913. Mr. Kirman died on the following day. Mr. Ward is still very much alive. On the right are Edward Pohler, Herold Fountain, George Ward and George W. Smith. These pictures are owned by Mr. Smith and were kindly loaned by him



Cupid has been again in our midst and this time the victim was Miss E. L. Poyner, Superintendent's Office. On a bright morning recently she entered the office with her left hand bedecked with a diamond. Congratulations! Next time, girls, please let us in on the things, for when they come suddenly they are quite shocking!

Anyone wishing to know how to kill rats will please confer with Mr. Jefferson, Oak Street. We understand that he has recently found a remarkable patent and we hope, Marvin, that this will prove quite a success.

J. H. Keys, formerly interchange inspector, has recently been appointed car foreman, Curtis Bay, vice H. Weiss. We hope success will continue to follow Mr. Keys in his new work. Mr. Weiss left the service to enter the service of the Western Maryland R. R. as district master car builder.

Mr. Sigfoose, assistant shop clerk, Office of Master Mechanic, has left that office to assume a position in the Car Service Department, Brunswick. Brunswick is Mr. Sigfoose's old home and although we shall miss him, we all understand how it feels to be home.

The Baltimore Terminal Division and the Baltimore Division have formed a baseball team. We know that the boys are going to make quite a showing for us.

Mr. Barrett, Yardmaster's Office, Locust Point, has been granted a leave of absence for the summer to assume the position as

pitcher of the Martinsburg League Team. Mr. Barrett pitched for the Baltimore Division in 1920, when we received the silver loving cup for the championship between the Eastern and Western Lines.

**Riverside**  
**The Painter's Trio**

Well here we have our C. E. Sears, Who's been with us for fifty years, Fancy signs? Why that's his work— With Harry Snyder and "Lefty" Burke.

Charlie loves both kinds of chickens, Snyder—how he plays the dickens! And "Lefty" has a hopeless case, He'll play nowhere but on first base.

In married life also these three, Are daddies, so they well agree, But "Lefty" still is out of luck, His mother-in-law he has to buck!

**Bailey's Tower**

Correspondent, J. A. POE, *Electrician*

Here we are again, in again, out again, and going strong!

The junior baseball team of Locust Point has been reorganized with the following line up: C. Miller, J. Hamburg, D. Cohen, J. Oliver, J. Clarke, M. Loeber, T. Woolmer, J. Bryant, W. Mitchel.

Substitutes: Thomas, Long, Abbot, Sours, Boline.

We are here to stay.

We are open for engagements with any strong uniformed team of the Baltimore and Ohio League. We wish to say here



Painters Three—at Riverside

that we have a record of no games lost—and we won't lose any so long as "Heine" umpires and "Ed" Wolfe roots. To satisfy the vanity of our third baseman we are including his name in our line up; at the same time we are ordering a new supply of monkey glands.

The base running of Cohen is not to be overlooked. The same may be said of the batting of Miller; the latter being shown on the score card in all our sporting editions. Recently a decisive game was played with the strong team of the Chamber of Commerce, the result being a tie, 46 to 46. We mention the brilliancy of the playing of "Ben" Frederick and "Caul" Pethpert, and the masterly pitching of Stony Jigman. There is also quite a discussion as to whether or not the pitcher should put bends in the ball. We are leaving it to "Ludge" Handis. Now we feel that we have given the MAGAZINE a full line of "dope" but as a word of warning to McGraw, Huggins, Stallings and others, we wish to impress upon their minds that our players are under contract for an indefinite time. We concede the right to those of last year that are not shown in our present line-up to negotiate.

**Mt. Clare Shops**

Correspondent, MOLLIE S. ALBRECHT

Superintendent of Shops Office

How would you like to go flivver riding home to lunch and flivver riding back again? Don't you think that's a nice way to get cool, and to save shoe-leather? Well, evidently two young ladies at Mt. Clare think the same thing. At 12.05 every day, you can see them waiting for a certain young man, who owns the flivver. They know the license number, and if the little car with the green head-lights and the Washington and Baltimore licenses, isn't there, gloom descends upon the young ladies, and then they get another one of the Mt. Clare boys to run them up the street so they can catch the 12.10 car. Life has its ups and downs, even at Mt. Clare.

"Oh, what is so rare as a day in June! Then, if ever, come perfect days!" I wonder if the author of these lines was a Baltimorean. "Nuf sed!" By the time that this MAGAZINE reaches you, we will probably be sweltering! Then the old swimming pool will be full to overflowing, and the old silk and mohair suits will be out in full glory!



"Pop" Higgs - Pursuing the Elusive "Pill."

Abe Lincoln says—"Camden Station has a real baseball team. Here are some of the stars"



### Sparks from the Flue Plant

Our old friend "Big Sam" Dearing, has been showing us some of the results of his labors on his Elkridge farm, and they are surely some of the finest strawberries we have seen this season. "Big Sam" must know just how to talk to old Mother Earth to coax her into yielding up such berries!

Harry Tarun, one of our baseball experts, took a trip to Washington to get a slant on the re-instated Babe! Harry rises to announce that Babe Ruth is still the "Cheese."

B. Franklin Ellers is in love again! Either that or else he's sick, but we are afraid he has all the symptoms of the former ailment. (Isn't it funny how the ones who have been thus afflicted can so readily detect it in others?)

"Big Sam" Dearing also says all his cherries were sold before they were ripe. Mr. Volstead has certainly boosted the cherry market.

### Axle Shop

This shop is still working away merrily. "Irish" O'Brien has been transferred from the second shift to the third shift, and we are all thankful, for "Irish" was losing weight. Now that he can see his "sweetie" every night, everything is O. K.

### Blacksmith Shop

If I wanted to start at the first of our shops, and, like Diogenes of old, go searching, I wouldn't need a lantern; and I wouldn't look for an honest man, but for a happy man, and, I shouldn't need a light to find one. These kind aren't hard to find at Mt. Clare. Happiness radiates from the faces of just lots of our employes! As I can't write about each and every one of these happy men, and their families, I'll take this little space each month to tell about one.

Coleman Shear, blacksmith helper, Mt. Clare, is the subject of my conversation! The accompanying picture shows Coleman Shear and his girl-wife, just as they looked on their wedding day, and the little picture shows their "family," Fannie Shear, who is five months old.

### Cumberland Division

Correspondent, JOHN J. SELL

Our station and grounds at Harper's Ferry are certainly looking fine these days, having been given a thorough over-hauling. Patrons are commenting on the fine appearance.

Our genial second trick chief dispatcher, "Jake" Miller, has made arrangements to spend his vacation in California's sunny clime. "Jake" says he is going to see just what is going on in Hollywood.

Miss Virginia June Cosgrove, young daughter of Maintenance of Way Clerk E. A. Cosgrove, met with a distressing accident recently, having been struck by an automobile near her home, receiving serious injury. Mr. Cosgrove's many friends are hoping for her early recovery.

Assistant Division Engineer John Edwards spent his vacation on a fishing trip. From the reported size of some of his catches he will return fully competent to cope with the mallet operation on the M. & K. Sub-division.

"Colonel" tells us he is sure of a gusher soon.

The ballast cleaning machines recently put in operation on the division are proving a success. Assistant Division Engineer M. B. Jones is cleaning everything in sight.

"Luke" Burns says they have some team in his office, the Transportation Department, Baltimore; we would like that team to come to Cumberland, where we teach the game. We understand Faustman is some pitcher; oh, well, we will have Fike show him something besides a straight ball.

Miss Lillian Judy has been appointed stenographer, Superintendent's Office, vice R. V. Coulehan, who has been made stenographer to the Freight Agent.

Manager McGinn has a fast team to compete in the City league, recently organized among local teams in Cumberland. We look for some fast ball playing. No doubt time will be available for some games with other Baltimore and Ohio teams on the system.

The following candidates were elected delegates to the Relief Department convention in Cincinnati on June 22 and 23; Russler, Ketzner, Ervin, Mathews, Williams and Gulick.

H. S. Woods, caller, Martinsburg, is some baseball enthusiast. He says Martinsburg has "some" team.

John Ketzner, one of our veteran employes, has a wonderful garden on the Company lot on William Street, and is attracting much attention. All who pass that way comment on the fine line of vegetables being raised. Have a pot of soup some day, Uncle John, and invite us all around.

J. W. Robertson, baggage agent, Cumberland, reports hearing many favorable remarks concerning our service. The best recently was from a traveling man, who stated he had quit eating at hotels except when necessary, as the meals being served on our dining cars are far superior, and much more reasonable.

Two more of our budding romances have reached a head:

Harry S. Lamm, chief clerk to the superintendent of shops, and Miss Mayme Neff were married on June 8. George Prentiss Porter, night ticket clerk, and Miss Ruth Ferguson, telephone operator in our PBX office, were married on June 8. We wish them much happiness.

Our crop of eligibles is slowly dwindling; some of the prospects will have to hurry up, or it will be necessary to hold them over until next year.

The Deer Park Hotel has opened for the season. This popular summer resort has always been attractive to summer visitors, and a busy season is looked for this year.

Agent E. G. McDonald, Duffields, W. Va., is to be congratulated on the fine condition in which that station and its surroundings are kept. Our patrons using his



MT. CLARE PRESENTS  
Mr. and Mrs. Coleman Shear, as they looked on their wedding day; in the insert is the "family" which they have since acquired.





Anna May Trost, Telephone Operator

station find nothing left undone for their comfort and convenience.

Here is a good picture of Miss Anna May Trost, our efficient telephone operator in the PBX at Cumberland. We will say that in addition to being a good operator, she is also good looking.

W. A. Johnson has been appointed super-

visor of icing at our new icing station, Cumberland, which is quite busy now.

The furnaces in the new reclamation plant at Cumberland have been fired and the plant put into operation. It is now rolling some fine qualities of steel; the old rolling mill is taking on a busy appearance. It recalls to the old-timers, the busy days of 1870, when the plant was in full blast.

The Careful Crossing Campaign is now in progress, and the posters which have been placed at conspicuous places all over the country, are receiving much favorable comment. Motorists seem to have entered into the spirit of the drive, to make it a success.

At noon on June 8, George P. Porter and Miss Ruth S. Ferguson were married at Cumberland.

Mr. Porter entered the service of the Company at Deer Park, Md., on March 13, 1918 as agent. He has worked in various capacities for the Railroad since that time. His present position is as ticket agent at Cumberland, to which he was appointed several years ago.

Miss Ferguson was employed as telephone operator in the private branch exchange of the Company in the Queen City Station, Cumberland. She entered the service on November 4, 1918.

After their marriage they left on an extended wedding trip to various western cities. On their return they will make their home with the bride's parents in Cumberland for the present.

Their large circle of friends wish them much happiness and prosperity.



Mr. and Mrs. George P. Porter.



The upper right and lower pictures show the girls and boys from East End School, Brunswick, as they appeared on the day of the Veterans' picnic. Center left shows three little folks from the Catholic School with their teacher. Picture No. 3 gives one of the slogans of the little Health Crusaders





SHOT AT SUNRISE—WITH THE KODAK—AT BRUNSWICK  
1—Howard Myers. 2—Staff of W. O. Shields, Terminal Trainmaster, Brunswick. 3—Happy John McCabe, Trainmaster—Photos by R. L. Much

### Martinsburg Shops

Correspondent, W. L. STEPHENS

J. W. Onderdonk, Vancle resville, W. Va., one of the members of Martinsburg Veterans' Association, has been placed upon the pension list after an active service record of 41 years as trackman. The greater portion of his Railroad career was spent working on Section No. 6, east end of Cumberland Division. He served under five foremen, James Willingham, Daniel Sloan, J. W. Barker, J. W. King and C. R. Fulk. Brother Underdonk has always been a faithful and conservative employe, and it was a sad day for him when failing health caused him to retire. May he live for many years to enjoy so well earned a rest!

The local Y. M. C. A. and several industries have arranged a city baseball league. The shop boys, under the guidance of Train Master Tonry, have formed a team and are playing in the league. The locals and the Baltimore and Ohio have played three games, losing two and winning one. The boys are putting up a good game under the leadership of Manager Hobbs. The players are: Leonard Hobbs, manager; Alonza Edwards, Roy Townsend, Emory Cline, Robert Banks, Leon Riner, Marshall Mahony, Arthur Fey, Raymond Jackson, Rodger Brown, Charles Minor, Edison Baker, James Cody, Noah Walker, Harry Everhart.

We hope to see the boys make a good showing in the league. A loving cup has been donated as a prize.

John O'Leary, Baltimore and Ohio Veteran, died suddenly on June 7. He had been in failing health for some months but his condition was not considered grave. He arose at his usual hour and had dressed himself when he fell across the bed and expired. He was born at North Mountain on April 23, 1868. For many years he has been a resident of Martinsburg. In earlier life he was a Baltimore and Ohio engineer but for the past few years had been a section foreman. A widow and eleven children survive.

The deceased was a member of the Martinsburg Chapter of Veterans. He was a faithful member of St. Joseph's Catholic Church. The funeral services were held there on Friday, June 10.

Our old friend and fellow workman "Charlie" Davis intends to enjoy life after working hours. He has purchased a fine automobile. "Piney" Auld claims it is not a good one, but "Piney" said he could tell more about the running qualities of it if "Charlie" would take him for a ride. The trouble is, Davis says, that "Piney" will never be able to tell, as he will never remember taking a ride in "Charlie's" auto.

Our shop safety first committeeman, Harry Oliver, is happy these days. Harry is a great baseball fan, and takes a great deal of interest in the Blue Ridge League. He is one of the leading stockholders in the league; but the trouble with Harry, so his old friend Ray Russler claims, is that he gets so excited about the game that he cannot wait until the crowd gets through the gate but purchases a ticket and jumps over the fence.

P. S.—We are indebted to "Piney" Auld for helping us out on the foregoing notes.

### Paw Paw, W. Va.

Correspondent, M. L. SHARON  
*Pensioned Engineer*

In our last letter to the MAGAZINE, we stated that there would be an abundant harvest of fruit, but He who changes all things has ruled it otherwise. A sudden change in the weather to freezing has wiped out all of the smaller fruits and a great part of the apple crop. This makes a hardship for all, but particularly to the orchardist. Let us hope for the best. Maybe the apples will be larger.

We are sorry to chronicle the death of one of the oldest citizens of this community—Edward Doyle. Mr. Doyle was a pensioned engineer, who, after a long and useful life, has passed to the City Beautiful. "Ed," as he was generally known to his associates, spent practically his whole life in the service of the Baltimore and Ohio, first as a track hand at Orleans Road. As nearly as

we can discover, "Ed" was nearing his hundredth milestone.

He leaves two daughters, Mrs. E. O'Brien and Miss Nellie Doyle, a daughter-in-law and four grandchildren. All of these have our sympathy. The funeral was largely attended by members of the Brotherhood of Locomotive Engineers and of the Veterans' Association, of which Mr. Doyle was a member. Interment was made in the Catholic cemetery at Little Orleans; funeral services were conducted by the priest from Hancock, Md.

The season for fishing is now open in this state, and all kinds of fish seem to be plentiful. Your correspondent has everything ready for a hike to the Great Cacapon and to the Potomac; we're only waiting for our old friend, "Joe" Linthicum, to put in his appearance with a big basketful of good eats and a few other little incidentals which it is not necessary nor appropriate to mention, yet which insure a good time. Come on, "Joe!"

Your correspondent was in Martinsburg a few days ago on a business trip, seeing old friends and having a good time in general.

One of the Radcliffe Chautauquas is now in our town for three days, giving the people some fine lectures and plays, which are very entertaining. Of course, they are travelling via the Baltimore and Ohio, as they should.

### Keyser, W. Va.

Correspondent, HARRY B. KIGHT  
Assistant Terminal Trainmaster and Mrs. Virts have been on an extended trip through the West.

West End Brakeman "Bill" Thrush, whose two beautiful teeth were mentioned in the April issue, read the account, and straightway went down street and had "Doc" O'Donnell, yank the remaining two out and make him a whole new set. It really has improved "Bill's" looks.

For the benefit of the employes and the public as well, Ticket Clerk Kight secured more than one hundred beautifully colored stereopticon slides of the great Yellowstone Park, and requested Manager Thrush of the Liberty Theatre to run them. Mr. Thrush, being one of our Baltimore and Ohio boosters and a booster for the town, consented, and featured these slides with his matinee and night show, on May 22. Mr. C. G. Scribner read the lecture. We thank Mr. Thrush and Mr. Scribner for their cooperation and hope that these pictures have awakened an interest for the great Yellowstone and that perhaps it will get us some business.



Frank and Lee Allen, Keyser.  
Mike and Ike, they look alike



We find the general public always ready to cooperate with us in our work, and in this connection we desire also to thank the Manager of the *Mineral Daily News* because of his readiness to publish everything of interest.

The other day I heard a conversation between two employes about waste—waste that is used in keeping things clean and for other purposes. They were talking about the quality of waste. Said one, "What do you know about waste?" and the other fellow went on to tell him. There is another kind of waste, too, and it is about as important as the waste these fellows were talking about. It is the waste of time, material, money or anything else. Let's eliminate WASTE of this kind, and go as easy as possible on the engine cleaning kind.

Carpenter Foreman Appell has moved his family from Martinsburg to Keyser and Keyser is proud to have them make their home here.

A traveling man recently came to my ticket window and told me of an incident which came to his attention on one of our trains a few days ago, and which I believe is worth repeating. An aged, crippled lady boarded our train No. 36 (in charge of Conductor D. W. Mohler) at Oakland, her destination being Cumberland. Captain Mohler and the brakeman assisted her on the train and at Cumberland, Captain Mohler, still thinking of her, made it his business personally to assist her from the train. When she was safely on the station platform, she turned to Mr. Mohler and said, "Captain, that's the nicest I have ever been treated on a train." This is truly Baltimore and Ohio service and Captain Mohler is one of our conductors who believes that "our passengers are our guests."

At the passenger station, there are gates, put there for the safety and protection of employes and the public as well. These gates are of no service unless they are kept closed, except at the proper time, when they have to be opened to get to the passenger trains. Trainmen and others using them

**DEPOSITS \$1,055,260.26**

**The First National Bank**

**Keyser, W. Va.**

**SPECIAL SAVINGS DEPARTMENT**  
Interest paid every six months  
from date of deposit

should not leave them standing open, as some of them now do, but should think of the safety of their fellow men, and keep them closed. Please cooperate with the station employes in this matter, fellows, and let's live up to our motto, "Safety First."

Yard Brakeman "Grandpa" Leith underwent an operation at a Government Hospital in Washington. Latest reports are that he is recovering nicely.

Overheard on the station platform at Keyser. "Bob" the porter, speaking: "Who marked that train up twenty minutes late? Better 'rect that 'stake!" Good for "Bob."

In the May issue of the MAGAZINE we read of the rail reclamation at Martinsburg. Much money is being saved at Keyser by the reclamation of material. For instance, tin car roofs that are removed are put through a machine that trims off the rough edges, straightens the tin and by reclaiming three of these roofs, two new roofs are saved. This, alone, means a saving, and with the cooperation of all the employes, much material that once was scrapped is now saved.

Dr. English, medical examiner, Baltimore, relieved Dr. Biser, our local medical examiner for a couple of weeks while Dr. Biser took a vacation. By the way, have you noticed "Doc" Biser's farm in his back yard? Looks as if he will not have to buy any vegetables for a long time, if the cut-worms don't beat him to it.

We extend our sympathy to Clarence Washington, freight house trucker, in the death of his son, a few days ago.

The first agent ever stationed at Keyser, Colonel T. B. Davis, later ran for Congress and was elected. Now the last agent, Mr. Stover, is after the same office, and though we would hate to lose so good a boss, yet we're hoping that he will reach the goal.

The hotel buildings and station at Deer Park Hotel have been freshly painted and the grounds put in excellent condition for the coming summer season.

The Carmen's Band gave a concert on Community Lawn, just back of the Passenger Station, on Saturday night, May 27, which was much enjoyed by the citizens of the town.

We are glad to see our old friend, Conductor "Bill" Lindsay, around again. "Bill" was using a shovel about two months ago and a blister formed on his hand. He picked the blister, blood poison set in and "Bill" nearly lost an arm.

Keyser is proud, and justly so, of its City Fire Department and of the Fire Department of the Baltimore and Ohio. Both of these organizations are composed of volunteer firemen and there exists among the members a spirit consistent with the highest type of manhood. On Sunday, June 4, the Baltimore and Ohio Fire Department held a memorial service at Queen's Point Cemetery in memory of Leo Brotmarkle, W. A. Dawson and "Billie" Wells, former members who have crossed the Great Divide. Reverend Charles L. DeLong officiated. The graves were completely covered with flowers.

"Community Park," the lawn between the Passenger and Freight Stations, has taken on a beautiful appearance by the addition of sixty beautiful geranium plants, furnished by the Civic Club, through the Watercliff Greenhouses. Mr. Philipps, proprietor of these greenhouses, took especial care to furnish the best plants that he had in view of the fact that our Civic Club was presenting them in an effort to help beautify the lawn.

"Community Park" is one of Keyser's



GREEN SPRING SNAPSHOTS

In the picture on the upper left we see the supervisor measuring some big fat ties; on the right are Amy Jewel and Edward Wesley, children of Treating Engineer and Mrs. J. C. Alexander. In the insert below are Safety Agent W. D. Lenderking and Arthur D. Gans, who exhibited the safety movie; also Marie and Carol, children of Commissary Chief and Mrs. Passapae

Please mention our magazine when writing advertisers



beauty spots and with the cooperation of the citizens of the town, the station employees want to keep it so—*Mineral Daily News*.

Mrs. P. G. Ervin, wife of chief clerk to Trainmaster Welshonce, is visiting with her children, at Mendon, Michigan.

Captain John Edwards, Jr., our efficient roadmaster, spent his vacation at Washington and Atlantic City.

It is with deep regret that we announce the death of Yard Brakeman John Virts, at the Hoffman Hospital on June 8. We extend to the bereaved family our deepest sympathy.

### Timber Treating Plant Green Spring, W. Va.

Correspondent, E. E. ALEXANDER

It is most pleasing to note the effort made by some of our residents, nearly all railroad employes, to improve the appearance of our town. Much has been done recently but much is yet to be done and there are still some who have made little effort to help in the good work! From a hamlet without church or school at the time the Plant was built, Green Spring has grown to a thriving village with a population of about 375, about 70 dwellings, two excellent churches, a school and several modern, elegant homes.

Former Clerk R. G. Smith was recently appointed agent here. We are glad to see Ralph get this promotion and wish him continued success.

Switchman W. F. Kesler, Treating Engineer J. R. Myerly, Clerk F. A. Sebald and Tieman W. Grove and H. S. Roach were elected rotating members of our Safety Committee at the May meeting. The retiring members are: Craneman Guy Crites, Narrow Gauge Engineer R. Montgomery, Stationary Fireman J. R. House, Standard Gauge Engineer H. S. Long and Tieman R. H. Corbin.

If you missed the M. E. Ladies Aid Supper at the Commissary on May 15, you missed a feast. And it was only 50 cents. (Ask Stottlemeyer and Gross; they were there.)

The Cross Tie-gers have reorganized and are playing fast ball. With Chapman, Harry Keister and James added, they claim an air tight infield. We also have the "Cubs" and "Midgets" in the field this year.

Evidently some of our reporters are falling down. We have heard of several births recently, but no names or dates were fur-

nished us. Speak up, fellers an' 'spress yourselves!

Treating Engineer J. R. Myerly has purchased an elegant home in Cumberland and has joined the band of employes traveling back and forth from that city.

Tieman Richard Parry, pipefitter by trade, has secured a position in Wilmington, Del., where he has moved his family. Good luck, Dick!

Somebody said that Earl Robinson was married. Did anybody get the particulars? We didn't.

Lieutenant Paul S. Wilkins, U. S. Air Service, recently created quite a furore when he landed on railroad property, adjacent to the Plant, leased by V. L. Myerly, in search of an emergency field. Our force was disorganized for awhile.

Mrs. W. G. Haines, wife of our blacksmith, recently underwent a minor operation at the Alleghany Hospital. She is now getting along nicely.

It is with regret that we report the death of Mr. Hugh Kinkead, father of Tieman John Kinkead, at Springfield. Mr. Kinkead was 89 years old and well known in this community where he had lived. Burial was in Springfield Cemetery.

Mrs. G. W. Barrager and daughter Evelyn entertained with music at their home on Thursday, June 8. A delicious strawberry luncheon was served. Those present were: Mr. and Mrs. Alexander, Mr. and Mrs. Stottlemeyer, Mr. and Mrs. Passapae, Miss Florence Skelley, Miss Grace Skelly, Miss Margaret Twigg, Harry Keister, A. C. James, William Kesler, W. M. Chapman, G. C. Conley.

Moore Keppel & Co., Garland, Pa., have completed their railroad from Moorefield, W. Va., up the south fork of the South Branch River, a distance of twenty miles. It is estimated that the 40,000 acres now owned by Moore Keppel & Co., will yield 4,000,000 standard railroad ties and a large quantity of lumber, and that the total number of ties which will eventually be carried by the new road will exceed 15,000,000. The lumber of all kinds will probably amount to 700,000,000 feet.

### Connellsville Division

Correspondent, O. E. REYNOLDS

Yardmaster H. R. Humphrey, Connellsville yard, spent his two relief days during the first part of June visiting along the

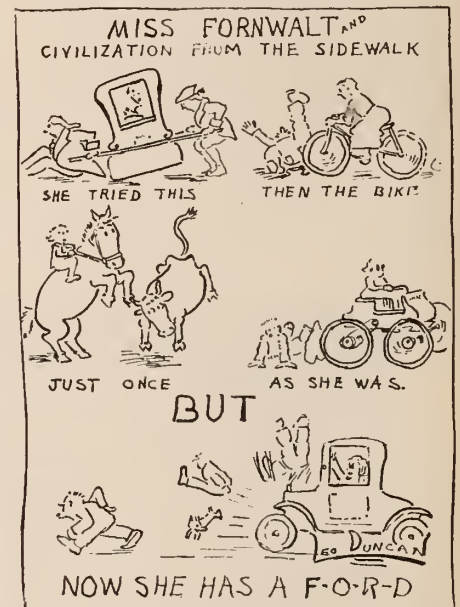
Potomac River, near Brunswick, angling for the fishes. Catch any, "Harry?"

P. C. Dix, division claim agent, is now located on the fifth floor in the Second National Bank Building. Until recently his office was located at Rockwood. This is better; we can get him now when we want him.

On May 10, Miss Rose Mary Soisson and James Kelley Corvin, a well known couple of South Connellsville, were wedded at Cumberland. The bride is a daughter of Yard Brakeman and Mrs. William Soisson of Second Street, South Connellsville. We extend our best wishes.

Car Foreman George W. Matthews, Somerset, Pa., and Mrs. Sophie Wessels, M. C. B. clerk, Master Mechanic's Office, Connellsville, were united in marriage on May 31 at Uniontown. While the Master Mechanic's Office loses a valuable clerk, Mr. Matthews profits by the transaction in securing a valuable assistant to help him fathom out the mysteries of the car department matters. The couple will make their home in Somerset. The best wishes of all on the Division be with them!

Machinist Helper J. P. Geisler, Connellsville Shops, and Miss Madeline Krob, Connellsville, took a quiet trip to Cumberland on May 31, and were married. They took a short trip, returning to Connellsville later to advise their friends and acquaintances. That they may both enjoy a life of peace and contentment is the wish of their many friends!



Miss Zona McCarthy, aged two years, is shown posing among the chickens at Kane, Pa. Here she had been taken by her parents, Mr. and Mrs. E. J. McCarthy, of McKeesport, Pa. Zona is the daughter of the former Miss Della Patterson, who previously worked for our Company as a clerk in the Yard Office, Connellsville. The little one is also a niece of Miss Violet F. Patterson, M. C. B. clerk, Master Mechanic's Office, Connellsville. From what we understand, the young lady in the picture will, some of these days, grace one of the offices of the Company. She is endowed with blue eyes, rosy cheeks and brown hair.

Second Trick Operator Charles Brady, Johnstown, recently spent an extended vacation in the south and west. While away his place was filled by Miss Gertrude Boyer.



Thelma Camper and F. H. Hanlon, machinist's helper, Connellsville Shops—see page 64





**CHICKENS 'N OTHER FOLKS AROUND CONNELLSVILLE**

Upper Left: The sweetest in the flock is little Zona McCarthy. Upper right: Blacks with H. Dinsmore. Lower picture, left to right: Blanche Stafford; "Johany" Shallenberger, janitor, Westbound Yard, Connellsville; four-year-old Robert C. Bittner

Here is a photo of Robert C. Bittner, aged four, son of Conductor and Mrs. A. H. Bittner, Rockwood, Pa. Aaron says he is "some boy."

We are sorry to report the recent death of Miss Florence Cummings, who first entered the service as telegraph operator on March 1, 1880. She was in continuous service until her death.

Here are photos of Misses Blanche Stafford and Thelma Camper, stenographers in the division offices, posing for the cameraman while on a recent trip to the mountains.

W. C. Bressler, agent, Paint Creek, is seriously considering joining a circus as a snake charmer. His friends are firmly convinced that he can qualify. The conviction came recently after a little stunt performed at the Paint Creek Station. Following the heavy rains, a big black snake measuring around six feet, put in an appearance near the station. Using a forked stick Mr. Bressler wrapped the reptile around his arm and exhibited it to friends. The snake didn't bite him and today his friends are marveling.

Here you see our cartoonist's sketch of Miss Beatty Fornwalt, our well known stenographer, Superintendent's Office.

On May 13 Superintendent Brown issued a circular letter to all agents on the Connellsville Division, relative to securing additional business for our Company; therefore,

to inform everyone interested in the "Best and Only," we produce the following from our agent at Boswell, Pa., indicating what Clerk T. O. Imhoff is doing: "Mr. Brown: I take pleasure in advising you that Clerk T. O. Imhoff, on learning party of foreigners at Jenner, Pa., intending to go via bus to point on competing line, thence to Chicago, personally solicited for our own line. As a result, on June 6, we sold them three whole and two half tickets, amounting to \$82.13. The company will also benefit by its share of two large express shipments made by the passengers."

"Mr. Brown: Supplementing my letter June 6, wish to advise that Clerk Imhoff, upon learning of a foreigner who intended to go to Johnstown via bus line, thence to Akron, Ohio, solicited for our line. Mr. Imhoff had to get some others to interpret for him, but after several attempts he secured the passenger."

The accompanying picture is of Blacksmith H. Dinsmore, Connellsville Shops. Harry, as he is known by his long list of friends, is rounding out a service record of forty-four years continuous service with the Baltimore and Ohio, all of which has been spent at Connellsville. Mr. Dinsmore first entered the service of the Company on September 20, 1878 as a blacksmith helper under Master Mechanic J. E. Sampson. At that time the shop was located at the point where the Connellsville passenger

station now stands. He served as a blacksmith helper until October 1, 1882, when he was promoted to blacksmith. This position he held until April 1, 1910, when he was placed in the supervising capacity of blacksmith foreman. This position he held until February 23, 1921 when, with the re-organizing of the supervisory forces account of the business depression at Connellsville, the position of blacksmith foreman was abolished and he started back as one of the craft.

Mr. Dinsmore was born in Mt. Pleasant, Pa., on July 7, 186. His age of sixty-one years is not reflected in the picture or in his personal appearance. He is an ardent "Veteran booster" and was recently presented with a forty year service button by that association. Filled to overflowing with loyalty to the Company, and good fellowship from a natural disposition, he is very popular with his fellow workers.

(See page 64 for additional Connellsville Division Notes.)

**Pittsburgh Terminal Division**

Correspondent, ELMER H. STOLTZ

**Pittsburgh Bowlers Celebrate**

The second annual dinner of the Baltimore and Ohio City Office Bowling League was held at the Hotel Henry on Tuesday, April 18, at 6.30 p. m. It was a great success. The program was an excellent one.



The affair was opened with a march, furnished by Mar-h's Orchestra and all members and officials marched into the banquet hall. After all were seated, our worthy president, Earl Tovey, delivered a short address. Dinner was served and the entertainers were then called upon. The Three Dancing Beauties ("Les-Belles Francais Tres-Chic-Oo-La! La!") made merry with singing and dancing. The Superior Quartette also furnished an excellent program. The speakers for the evening were: G. W. Martin, superintendent of terminals; C. W. Gorsuch, transportation assistant; R. M. Van Zant, our newly wedded freight representative.

Mr. Martin made the presentation speech, presenting to Joseph Rausch and team a beautiful engraved trophy, as a reward for their success in defeating the rest of the teams during the past season. "Pat" Griffin and Earl Tovey recited a dialogue entitled "Mr. Finkelstein making a sale," which took the guests by surprise. The "Big Five Brotherhood"—Messrs. E. B. Walsh, T. M., Keystone Fertilizer Co., O. J. Bertram, A. T. M., Wilkinsburg Stock Yards Co.; J. Maginn, G. F. A., S. S. & V. V. R. R. Co.; T. Walsh, T. M., Galvanized Pretzel Co.; E. Dodds, T. M., Fifth Avenue, with their little sketch and their good vocal talent were the sensation of the evening. Smokes were furnished throughout the entertainment.

The program was concluded by our president, who delivered a short address of thanks to the committees which assisted him. The officers for the coming season were elected as follows: Entertainment Committee, M. A. Greenwood, chairman; S. Burns, J. Rausch, C. J. Weaverling, F. W. Boolus. President W. E. Swank; secretary, Joseph Rausch; treasurer, M. A. Greenwood.

**Standing of the Teams**

	Won	Lost	Total Pins	Avg. per game
Pacific.....	57	27	47806	569
Prairie.....	52	32	45583	542
Atlantic.....	51	33	45042	536
Mogul.....	50	34	46826	575
Mikado.....	46	38	45800	545
Mallet.....	34	50	43894	522

Consolidation.....25 59 42467 505  
 Superheaters.....20 64 41842 498

High Team Score, 1 Game, Mogul 717.  
 High Team Score, 3 Games, Mogul 1972 Pins.

The accompanying picture is of General Foreman P. J. Leonard, Pittsburgh Freight Station, better known as "Our Old Friend Joe," who has just returned to duty. Friend "Joe" has been off several weeks in the hospital suffering from an attack of appendicitis, but is now back on the job again. We are all glad to have him with us.

Miss Katherine McMullin, Braddock, Pa., is now comptometer operator for the Auditor's Revision Bureau, Pittsburgh Freight Station, under charge of "Sam" Sherman, Chief of Revision Bureau.

**NOTICE!**

Guaranteed Railroad Watches to all employes—cash or monthly instalments direct from the Baltimore and Ohio Railroad Company's Watch Inspectors.

For full particulars write  
**PUGH BROS.,**  
 House Bldg., Pittsburgh, Pa.

The accompanying picture is of Mrs. Marie Moore and granddaughter. Mrs. Moore has been matron, Pittsburgh Division, for the past twenty-one years, and has now been retired on Pension.

**A Useful Stove**

Energetic salesman trying to sell a cook stove to a newly married couple: It's a wonderful stove, and (whispering to husband) it's an exact copy of the stove Landru used in his villa.

G. K. Seibert

**Pittsburgh Division**

**Northern District**

Correspondent, J. F. MILLER

Conductor J. F. Boyd, Foxburg, is working hard to land a party of twelve via Baltimore and Ohio, Foxburg to Providence, R. I., and return.

In April, Engineer A. L. Thompson, Butler, was directly and solely the moving spirit in securing two and one half tickets via Baltimore and Ohio from Butler to Colorado Springs and return. Mr. Thompson took his own time to come to ticket office, order the tickets, arrange for Pullman accommodations, etc.

Abraham Martin is the latest versatile acquisition to the wracking force. He is combination man, jack-juggler and cook. "Abe" does not walk in his sleep, but he walks while others sleep, or while they try to. He is the best bean cooker outside Boston. In order to allow the beloved "Abe" to indulge his nocturnal pedestrian proclivities and still make it possible for the balance of the crew (2) to get a little 'hay,' roller skates with rubber rolls, greased pole and numerous other devices have been suggested. The contest is still open.

Agent George Edmonds, Kane, who has been off duty for several months because of serious illness, is again back in his old place. Kane will never be at home without Edmonds. We are glad he is back and hope that his recovery is thorough and complete and that he will be with us for many years to come.



Left: Retired Matron Mrs. Marie Moore and her little grand-daughter. Right: General Foreman P. J. Leonard

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Miss Claire Rea, Freight Office, Butler, took a trip to Mercer on June 1. It is now learned that at this time she became the bride of Mr. D. E. VanDyke, the coming Babe Ruth, who is at present in the employ of the Harmony Railway Co. After a short honeymoon Mrs. Van Dyke returned to her position; she will remain here for a while. Mr. VanDyke is lucky, and when the time comes for the parting Butler Freight Office will lose one of its most efficient, genial and beloved members.

Conductor James McElwee, late of the "Pike," has formally and finally adopted "The Stumps" as his future home and field of labor. It takes a good while to train a man up to that point where he is eligible to enter the company that "Jimmy" is now in, but he is "there." We welcome "Jimmy" into the Fraternal and Exclusive Order of Stump Jumpers. May his shadow never grow less.

**Glenwood Round House**

Correspondent, MARY E. BREEN

The chummy looking little chap is Charles E. McGann, Jr., age nine months. His daddy thinks he's going to be a pugilist. Judging by the present outlook, his hopes should materialize.

One of the groups shows Mr. and Mrs. J. F. Gibson, and family: Elizabeth, "Jud," Lillian and the youngest, "Steamboat," who acquired his title from the fact that his real name is Robert Fulton. Characteristics of the family (judging from the picture): Elizabeth, pretty strong on the lungs; "Jud," happy-go-lucky; Mary, inclined toward bashfulness. We haven't a good line on the youngest as "Gibbie" puts his nights in at Glenwood Round House instead of Gibsonia. As a consequence he doesn't get much exercise in the way of walking the floor.

In the other group, you will find "Nick" Yost, "Red" Ternent and (take a good look) "Bill" Spohn and Isabel. Would you like to know about Isabel? Well, I've promised "Bill" not to tell but I'm so afraid that the walking at Gibsonia doesn't at all agree with "Bill" for he falls so hard. Imagine getting yourself on a picture like this with your arm (by the way, "Bill," why not use the other one?) all wrapped around a young lady and on such short acquaintance!

**The Conscientious Scot**

"An enterprising drummer," says a New York business man, "once attempted to bribe an old Scotch merchant by offering him a box of cigars."

"Na, na," said the old chap, shaking his head gravely, "I canna' tak' 'em."

"Nonsense," said the drummer. "If you have any conscientious scruples you may pay me a quarter for the box."

"Weel, weel," said the old Scot, "I'll tak' twa boxes."

—North Shore Bulletin.

I've been delegated as a Committee of One to ascertain from Machinist I. R. Border why he rides a street car, route No. 56, nightly to Hays Boro. If it was a girl who was doing this, I would be inclined to think that maybe she had a crush on the conductor, but it must be something interesting on the other side of the bridge. Border, will you please straighten this out?

The annual clean-up has left our office something good to look at, for with its new coat of green (so refreshing you know) one feels so-so just looking at it. Mr. Mc-



**SOME OF THE FOLKS WHO MAKE US PROUD OF GLENWOOD**  
 1. First and third trick baseball teams, Glenwood Roundhouse. 2. Charles Edward McGann, Jr. (see notes). 3. Mr. and Mrs. J. F. Gibson, plus their interesting family. 4. Here are Nick Yost, Margaret Gibbons, Red Ternent, Mary Cassidy, Bill Spohn and Isabel Gibbons. Look 'em over!

Gann has also moved into his new private office, which was formerly occupied by the road foreman but has now been painted, scrubbed and shined until it looks like a dream of its former self. Drop around to see us sometime, everybody.

On an evening, not so long ago, I became almost reconciled to the daylight saving plan, for I thought it would be my opportunity to see a wonderful baseball game. With that thought uppermost, I went to Burgwin to see Glenwood Round House first and third trick teams play. Such a game! It was pretty tight but oh, the after effects (had a bum throat for a week and rooting for the wrong team at that)! The score wound up 5-4, in favor of the ball players, I mean Captain "Bill" Glase-man's third trick team. Here are some of the boys on the second and third trick teams. Look 'em over, pick 'em out, but in your choice, be careful girls, for some of them are married.

And, what do you think of that Harry Long haircut? Believe me, Rudolph doesn't stand a show alongside of Harry. Harry has had his side burns completely removed. It's all right, H. P., you can't have hair and brains, too.

Allegheny car yard has been beautified by planting some flowers at the Carmen's drinking fountain. Flowers and ferns have been placed at each corner and a hanging basket has been suspended from the roof above the drinking fountain. Some class to the car foreman at Allegheny!

The Grim Reaper has made his appearance among us and taken "Smiling Jimmie" Doyle of the Stores Department. He met with an untimely death on the evening of May 12, the details of which are familiar to all our employes at Glenwood. "Jimmie" was buried at Calvary Cemetery on May 15, and having been recently discharged from the United States Army, he was given a military funeral, which was attended by scores of his friends. His passing has left a vacant place in our midst. We extend our sympathy to his family.

We also extend sincere sympathy to Engineer Fred Poorman in the loss of his wife as a result of burns sustained when her clothes ignited from a stove in her home. Mrs. Poorman suffered severely, but for a time hope was held out for her recovery. Mrs. Poorman is survived by her husband and two children.



For a few days, it has been rather desolate to call the Caller's Office and not to hear the usual cheerful voice of "Bill" Irwin, who has been on the sick list. We saw "Bill" the other day and we are inclined to believe that it will only be a few more days until he is on the job again.

Engineer W. N. Hollis has also been off duty for several weeks because of illness, but the latest news from the firing line is that he is recovering rapidly and will possibly be batting out the extra board soon again.

### Monongah Division

Correspondent, CECIL B. BAKER

Agent T. M. Gillum, Shinnston, W. Va., who on August 1 will have been 20 years in continuous service on this division, enjoyed a week's vacation, visiting his parents and renewing old acquaintances on the Charleston Division. He was relieved by Extra Agent Miss Nina Ford.

Mrs. E. E. Satterfield, who in last month's MAGAZINE was reported as having displaced Agent McIntyre at Haywood, W. Va., has likewise been displaced by S. H. Hines, operator at Lumberport.

We are sorry to report the illness of Agent Hardesty, Lumberport, who at this time is off duty, being relieved by Extra Agent Miss Nina Ford.

Extra Agent R. Long was recently called to West Union to relieve Agent Foutty, who is off duty because of illness.

Local Conductor F. H. Brumage, running between Fairmont and Clarksburg, who has

been attending the Conductors' Convention at Cleveland, Ohio for the past two or three weeks, has returned to duty. He was relieved by Extra Conductor W. H. Nicholas, who since has been assigned to the Clarksburg-Fairmont Highball.

Operator E. Wilson, Chiefton, was a recent Sunday visitor at Weston; we understand he is taking medical treatment for his hearing, which, we are glad to report, is improving nicely.

General Foreman S. J. Tighe, West Fork Shops, is the proud grandfather of a ten-pound grandson.

It is with pleasure that we quote the following letter received by General Foreman Tighe from the Commissioner of Labor:

CHARLESTON, W. Va.

April 15, 1922

Mr. S. J. TIGHE, General Foreman  
Baltimore and Ohio Railroad Company  
Clarksburg, W. Va.  
Dear Sir:

Factory Inspector Thomas W. Williams, of the Clarksburg District, writes this office that he has recently inspected the general repair shops of the Baltimore and Ohio Railroad Company and has found the shops in excellent condition, the machinery safeguarded, and the sanitary conditions of the best.

It gives this department great pleasure to compliment you upon the interest you have taken in this important work, and your efforts in the elimination of hazards should meet with the approbation of the workmen and officials as it does with this department.

Very truly yours,

(Signed) G. F. DAUGHERTY  
Commissioner of Labor



Douglas Fleming

Machinist Helper A. Curella, Clarksburg W. Va., is the proud father of an 8-pound girl. He only has been father nine times; the father of six boys and three girls.

Guy Powell is also wearing a smile over the arrival of a fine baby girl.

Night Foreman W. H. Longwell, West Fork Shops, went to Baltimore to get married. We hope that now that he is married he will work more steadily and not be putting up any excuses to get back to Gassaway.

P. Temple, box packer, Clarksburg, W. Va., better known around the shop as "Old Maid," is still cracking his "Harding jokes."

We hope that "Joe" Schutte's wife and daughter will soon come back from California where they have been visiting for the past year and six months. "Joe" looks lonesome.

"Caller" O. B. Buffington has just purchased a new car. If it doesn't break up before he learns to run it, it will be a pretty good one.

We are sorry to know that Local Storekeeper C. C. Gillespie, Clarksburg, W. Va., is now in the Walter Reed Hospital, Washington, D. C. We hope for his speedy recovery.

Quincy Edward Myers, third trick operator, Tygarts Junction, took a week's badly needed rest. H. O. Alderson officiated during "Q. E's" absence.

"Somebody ought to find a good use for old ties—both railroad and neck."—*Pathfinder*.

J. C. Bishop, H. E. Knight and "Hillard" G. A. Hannan have their lunch and Java at the Dew Drop Inn, River Street, Tygarts Junction, regularly now.

A. McCoy and H. H. Poling wear pleasant smiles since their Sheffield motor, for use between Tygart Junction and Belington, has been returned from the shops.

Car Repairman John Waters is out again after a few days' illness. Glad to see you, "Hot Box."

The accompanying photograph is of Douglas Fleming, Fairmont, W. Va., vaudeville performer, and son of Veteran Engineer Harry S. Fleming. Douglas entertains at all of the Veterans' social events. He gave much of his time to promoting and producing the Railroad Folks' Charity Chautauqua, held in Fairmont, June 15 to 17, inclusive.

### Grafton

Mr. and Mrs. Clarence Dotson spent a few days in Chicago during May, attending the Fuel Conservation meeting. Mr. Dotson is our efficient road foreman of engines on the Monongah Division.



### ON THE MONONGAH DIVISION

Upper picture: Second trick employes at West Fork Shop. Left to right: M. L. Murphy, boilermaker; F. J. Madigan, hostler; J. J. Davis, store-room helper; J. W. Boyce, stationary engineer; C. G. Smith, boilermaker helper; N. F. Foley, machinist; U. G. Jennings, machinist helper; T. J. Laing, tender repairman; P. P. Cutright, clerk; S. J. Tighe, general foreman  
Center: West Fork Engine Terminal (from the engine terminal)  
Lower picture: Engine room, West Fork



### Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*

When freight is thick upon the floor, and worse is yet to come,  
When someone slams the big front door, and slams it on your thumb,  
When everyone with stuff to shop acts mean enough to bite,  
It pays to wear a smiling lip, AND BE POLITE.

When some big shipper raises H—, because his shipping clerk  
Has shuffled on your luckless head the blame for his own work,  
And hustles down to raid the place, just spoiling for a fight,  
It pays to pull a merry face—AND BE POLITE.

And when some lady wants to know the cause of such delay  
And doubts your word and tells you so, no matter what you say,  
Though you may itch to tell the dame to run and fly her kite,  
It pays to grin right through the blame—AND BE POLITE.—*Exchange.*

Business on the Charleston Division continues to hold good. During the month of May, loads originating on the division numbered 6909, as against 5,792 in April, this year, and 4,239 in May, 1921, this being the best month we have had since October 1920, the banner month of our existence.

Recently our friend W. C. Donnelly, supervisor Time Service, dropped in. In our office we have a clock with the legend underneath in neat black letters, "Standard Time." Unfortunately for our reputation, a few minutes before he arrived, the clock had stopped. Friend Donnelly, being an advocate of the "Observe, Think and Act" slogan, marches in and stands under the clock. Compares with his watch, and turning to his auditors asks if we will do something for him. Of course we all say, "Sure." Whereupon he remarks, "Please change that sign under the clock to read "Standing Time" instead of "Standard Time." Imagine our feelings!

We extend our sincere sympathy to the family of Yard Brakeman Lee Wilson feston, in their sad bereavement. Lee

was working his usual night turn, and in some manner fell from the top of a car. He was run over and instantly killed. He was a likeable fellow, highly thought of by his superiors and fellow employes alike, and with his widow and three children, we mourn his loss.

"Teach me to feel another's woe  
To hide the fault I see,  
That mercy I to others show,  
That mercy show to me."

In our art gallery this month we show a photograph of Mrs. C. E. Blake and her baby. Mrs. Blake is the wife of C. E. Blake, sectional stockman, Stores Department. Mr. Blake has been in our service 12 years.

We also show you Rose Helena Farnsworth, the four year old daughter of Engineer Farnsworth, Buckhannon Yard. Mr. Farnsworth has a record of 24 years of service with us.

Miss Bernadine Tierney, for two years with us in the Superintendent's Office, has resigned. Because of the death of her mother it is necessary that she remain at home to look after the household. Of a bright and sunny disposition, we will all miss her smiles among us. We wish her every success in her new undertaking. Miss Tierney is replaced by Miss Gladys Tivey, Weston, a new comer among us.

A very interesting investigation was recently held in Weston by Chief Dispatcher Staples and Chief Clerk Schide at 8.00 a. m., on a Sunday morning. We think our readers will agree it is worth reproducing. It was transcribed verbatim by your reporter.

Q. What is your name and position?

A. H. E. Brown, ticket agent.

Q. What is your age and how long have you been here?

A. Decline to answer on the grounds that it might incriminate me with my multitude of fair admirers.

Q. Is it a fact that you recently bought a Tin Lizzie, road louse or flivver, whichever you wish to call it?

A. Your insinuations are odious. I bought a Ford.

Q. How did you get the price?

A. Decline to answer, on advice of counsel.

Mr. Schide: We will never get anywhere

They Cost Less  
because they give longer service  
Every pair of

*Nu-Way* Price 75c

OR  
**EXCELLO**  
RUBBERLESS  
SUSPENDERS

is guaranteed for a full year's wear. Men like their easy stretch and comfy feel. **Ask Your Dealer.** If he can't supply you, send direct, giving dealer's name.

Nu-Way Stretch Suspender Co.  
Mtrs., Adrian, Mich.

with this investigation. You had better "come clean," Mr. Brown.

Mr. Staples: Mr. Brown, is it a fact that you decided to take a certain young lady admirer of yours for a ride before you had learned to drive?

A. Well—I took one out last night, yes.

Q. Mr. Brown, have you a copy of the Safety Rules?

A. Yes sir.

Q. Do you thoroughly understand them?

A. Yes sir. Safety above everything, that's my motto.

Q. Tell in your own words what happened on the bridge.

A. Well, I was coming along at a speed of about three miles per hour, when we came to the covered bridge out near Poke Creek. I saw another flivver coming along with a man and a young lady whom I know quite well in it. This "got my nerve," and instead of attending to what I was doing, I was making signals to the girl to get away or be in bad with me forever. In a word, I hit the side of the bridge.

Q. What action will you take, Mr. Brown, to avoid such accidents in future, and what damage did you do?

A. I have asked the county court of Lewis to widen the bridges by about eight feet. I will try to keep my eyes on the road in future, and the only damage done was to my dignity as a driver.

In concluding the investigation Messrs. Staples and Schide impressed upon Mr. Brown very strongly the importance of keeping in the roadway, not attempting to take young ladies with him before he could



PLAYTIME ON THE CHARLESTON DIVISION  
Left to right: Mrs. C. E. Blake and her charming baby; Barney Jefferies, on Elk River, Holly Junction, W. Va., with a string of bass; Bright-eyed Rose Helena Farnsworth, Buckhannon, and her baby doll

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drive, and sentenced him to read the Book of Safety Rules once every day for the next six weeks, at the end of which time he is to appear for further examination. If he passes he will be furnished by them with a certificate as an expert auto driver, after which time he may escort his numerous lady friends for drives in Weston and its environs. Through the courtesy of these two gentlemen also, the claim for damages to the bridge made by the authorities has been cancelled. We hope Mr. Brown appreciates what they have done for him.

A. H. Spurrier, formerly of the General Offices, Baltimore, recently accepted a position in the Gassaway station. He has now bid in third trick yard clerk at Weston, as a result of the promotion of Yard Clerk Fisher at Buckhannon to the position of cashier, and the removal of Yard Clerk H. H. Cayton from Weston to Buckhannon.

Among our most devoted disciples of Isaac Walton, the gentle fisherman, we find Conductor Barney Jeffries, of the Gauley local. Here we show him with a one day's catch on the Elk River, Holly Junction. All on the string are bass. If you don't believe it can be done, come down and we will show you. Barney is an old timer on this division, in fact we would not like to tell you how many years service he has.

"You've got to be a go-getter, or a do-withouter."

Falling Rock! Boy, did you ever hear of that town? Large and flourishing place on the Elk Line, total population under ordinary conditions four, now increased to five because of the presence of Assistant Division Engineer W. E. Kearfott, who is putting in some new sidings. Further particulars furnished on application at the Weston shop office, where if you listen hard you will hear a sad and tender voice singing low and sweet, "Don't you know I'm lonely, lonely as can be?"

Our old pal, "Bill" Hefner, has returned from Texas all safe and sound, where he attended the Clerks' Convention. "Bill" says that's sure some country. Space forbids our telling the stories of the bull fights, etc., which "Bill" brought back with him. By the way, "Pat" Hickey, who went to Toronto, is still among the missing. Toronto papers please copy; much anxiety in Gassaway.

"Work—good, hard, honest work—will achieve almost every material thing in this world, and work may be delightful, noble, exhilarating and fascinating." ("Not when it's painting the kitchen floor after a hard day's work distributing cars at the office," says our friend "Charlie" Dixon. Ask him for further details. We don't like to tell them.)

Friend Allman, Wireless Department, was here the other day. Asked him to fix us up a radio set in our house, but he declined, referring us to Mr. Donnelly, who he says is more of an expert at that sort of thing.

Division Claim Agent John Workmeister attended the Claim Agents' Association meeting in Montreal last month. We're glad to say he's back safe. John says the French girls are pretty, but oh, you Weston belles!

General Manager Schær and General Superintendent Scott made a recent trip of inspection over the Charleston Division, accompanied by Superintendent Trapnell, Division Engineer Brooke and other officers.

There's going to be a big crop of potatoes near the Weston general offices this year. The other morning about 10.00, we looked

out of our window for a moment, and what did we see? "Al" Mason hoeing the "Murphies." It's true; we can prove it, because believing that our eyes deceived us, we called in witnesses.

Success isn't luck. It doesn't happen; success is concentrated energy plus brain force.

That reminds me of a story, a true one too. You know our old friend Kelly of the shops is very good at telling us that he likes to see people "show a little indication of speed," and that "speed is his middle name." Well, the speed is not all at the shop. The other night there was a party in Weston. Miss Madeline Hayden, Superintendent's Office, was there. They decided on a game to demonstrate speed. It went like this: First the contestant had to drink a glass of water, then two needles had to be threaded, each with two threads, then hands tied behind their backs, and a marsh-mellow dangling from a string in front of them was to be eaten, then a piece of cake had to be eaten from a table without use of hands. A large box of marshmallows was the prize. Miss Hayden won it; she did all this in two minutes and five seconds, while the nearest to her required two minutes and 25 seconds. Talk about speed! Often the Mallet type will run faster than the B-8. Anyway the Baltimore and Ohio contestant won, and thereby hangs a lesson for all of us.

"Get your happiness out of your work, or you'll never know what happiness is."  
—Hubbard

We extend our sincere sympathy to Division Accountant W. E. Severns, in the serious illness of his wife, who is at present in the Maryland General Hospital, Baltimore, undergoing an operation. We all extend our best wishes for her prompt and complete recovery. We also extend our best wishes to Miss Viola Hickman, Trainmaster's Office, Weston, who is at present in St. Mary's Hospital, Clarksburg, having recently undergone an operation for appendicitis.

The regular bi-monthly meeting of the Charleston Division Safety Committee was held in Weston on May 26, all members being present. A program for pushing the Careful Crossing Campaign to a successful conclusion was outlined, and its importance impressed on all members.

In the evening of the same day, the Division Claim Prevention Committee met. We had with us C. M. Criswell, representing the Claim Department, and H. M. Baker, representing the Traffic Department, together with about ten agents from various parts of the Division. Great interest continues to be shown in Claim Prevention work, and we are getting good results.

"When we start the construction of a building, that we expect will endure, the foundations receive our greatest consideration; and so in life if we would attain the greatest success, that is, the success that money cannot purchase, nor the lack of money or the wastage of time, destroy, our moral character should rest on a firm basis." THINK ABOUT IT.

## Wheeling Division

Correspondent, MARIE SLATTERICK

Wheeling Division employees desire to express their deep and sincere sympathy to Miss Anna Riley, clerk, Division Accountant's Office, on the death of her sister, Miss Alma, aged 14, on May 12, at Bellaire, Ohio.

Charles McElroy, general crossing watchman, Wheeling Division, is suffering from the results of an auto striking him while

alighting from a street car at 38th Street, Wheeling. He was hurt about the right side and his right arm considerably bruised. "Mac" advises he got the license number.

C. C. Wilson, traveling car checker, is suffering from the results of a fall sustained on May 31 at Wheeling. We wish him a speedy recovery.

"Joe" Marchani, chief clerk to the storekeeper, Benwood, was a visitor in Wheeling on June 1. He stopped in the Division Engineer's Office for a few minutes and made us all feel glad with his happy smile. Come around again, "Joe!"

Talk about your talent! The Baltimore and Ohio certainly does feel proud of its talented employes, Miss Marie Haveron, Angela Kirchgessner and Marie Slatterick, all of Wheeling Station. These girls recently sang at a musicale at the St. Joseph's Academy. They are all gifted singers.

Eddie Kuhn, Division Freight Agent's Office, is the proud papa of a baby girl, born on Sunday, May 7. Very good, "Eddie!"

H. A. Lynch, formerly of Wheeling, now of Baltimore, was a visitor in Wheeling on Sunday, May 14. They say a certain young lady in the Division Accountant's Office at Wheeling knows about these sudden visits. Incidentally, "Hal's" picture was in the May MAGAZINE.

Among those who have had their hair "bobbed" are: Misses Raphael Haveron, Wheeling Freight House; Mary Ellen Ullom, Division Accountant's Office, Wheeling; Marie Slatterick, Division Engineer's Office; Mabel Kelly, Division Freight Agent's Office; Della Wells, Division Accountant's Office and Mary Marker, General Superintendent's Office. Who's next?

Things heard around Wheeling Station: John R. Padden: Say, have you got the file where we wrote What'shisname?

A. J. Sonnefeld: Hey, "Mac," get me a ham sandwich.

F. M. Powell: Got a cigarette?

If you want to have some fun, ask "Sonne" (A. J. Sonnefeld,) chief clerk, Division Engineer's Office, where he got his sunburned nose—and if he got it "Wintering" in Florida.

The accompanying picture is of some of our right of way in the vicinity of Downs, W. Va., just a short distance west of Fairmont, W. Va.

Here is a picture of M. C. Smith, Jr., son of Division Claim Agent, Wheeling, W. Va., Eagle Scout of Troop No. 5, Wheeling, ready for camp.

## Accounting Department

Correspondent, R. C. GRUVER

Lawrence Michels, M. of W. timekeeper, was host at an informal party given at his home in Kirkwood a few evenings ago. Dancing and games were the principal diversions of the evening, after which a delicious lunch was served. At a late hour the young people departed for their homes, having spent a most enjoyable evening. The following were present:

Misses Angela Kirchgessner, Gertrude Dailer, Elizabeth Kutsch, Adelaide Auth, Mary Ullom, Marguerite Cockrell. Messrs. N. K. Harrison, James Michels, E. P. Fortner, Anthony Michels, Leo Michels, Lawrence Michels. Messrs. and Mesdames: R. C. Gruver, Anthony Michels, Sr.

Elmer was seen carrying water in a huge receptacle the other day, and we all wondered where the fire was. However, upon investigation it developed that he was only carrying Frances a drink (by orders of the C. C.).



C. R. Evans, of bowling alley fame, made a trip to Clarksburg over the week end. When questioned concerning it, his only reply was "Let me alone, I'm sleepy." We all thought from his conversation later that he was also going to Pittsburgh over Memorial Day. However, when he didn't go and some one asked him why, he replied; "Well, when I found out Vernon Coxen was going, I decided there was no use for me to go, since she wouldn't see me if I did."

Angela: Do you know, why your neck reminds me of a typewriter?

Robert: No, why?

Angela: Because it's Underwood.

A few of the things we'd like to see:

Vernon when he wasn't chewing something.

Lawrence bowling ten pins.

Edgar when he was real busy.

Norman boxing Jack D.

Listen girls, if you have been contemplating having your hair bobbed but have been skeptical for fear of the effect it would have on your good looks, do not hesitate any longer. It has made Della much better looking. Seeing is believing!

## Western Lines

### Cincinnati Terminals

Correspondent, JOSEPH BEEL

The following were elected as rotating members of the Cincinnati Terminal Division Safety Committee: Peter Schuetz, engineer; T. F. Troy, fireman; Thomas Fay, switchman; D. Bennett, section foreman; Jesse Adams, tallyman, and William E. Hayes, conductor. The terminal prides itself on the activities of its Safety Committee and feels confident that the new members will maintain the high standard that has been established by their predecessors, and due honor to themselves as committeemen.

"Bob" Jennings, car distributor, Superintendent's Office, is back after a protracted siege of sickness. Needless to say, we were all glad to see "Bob" back on the job manipulating the rolling stock,

It would not have been amiss to carry our Safety Program to the Outing on May 27, for, had we had the forethought we

might have been able to avoid what might have been a serious accident. Entered in the Ladies' Running Race were Misses Weber and Herron, honors even as to their ability as Followers of Mercury; however, after a flying start our "Honored Guest from the East" was making great speed to the wire when an unfortunate catastrophe occurred. Apparently she did not see "Miss Weber" who was one step ahead of her, and she just simply ran over her, causing the former young lady to lose her stride and fall. The young lady from the east and Miss Herron also did the same stunt, and the next thing we knew the trio were receiving "First Aid." All's well that ends well and bruises and wounds having now healed, it is the consensus of opinion that the judges of the race should have been more careful of the qualifications of certain contestants.

The "Benzine Bug" got him! Chester Rardin, yard clerk at Brighton, is now knocking down fences and telegraph poles with his new "Gas Hack." It was a brilliant idea of "Ches'" to annex the buggy for it is thought that "Al" Booth will take a hint and also buy one of his own and discontinue paying for the up-keep of someone else's machine.

To some of the employes who have not had the privilege of seeing the Goddess of Liberty Statue, it is suggested that some afternoon between 3.00 and 4.00 they station themselves at Ivorydale (Toledo Division) and see what we believe to be a living replica of the statue: "Mike" Grady standing on the rear box car as his train is being shoved into Elmwood yards.

V. Coleman, report clerk at Elmwood, "reports" that he has just moved again. "Coley" says that the easiest thing about moving is finding a place; the hardest thing for him to remember is where he moved last. However, as "Jim" Flanagan, "our country cousin from Hoovan," keeps such an accurate record at Elmwood, the postal authorities have no difficulty in tracing Coleman's former residence.

John Wiethoff, yard clerk at Elmwood, is the champion "fish fan" in the terminals. John can be seen any Saturday about 4.00 a. m., hurrying to some nearby stream to try his patience. It has been suggested that along the "pieccful (?) valley" from Cleves



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**vose**

to Miamitown runs a stream, known by the Indian Name of Miami, where sometimes the fish *do* bite. This suggestion comes from one who we know would be very glad to extend his hospitality should John be marooned there.

Decoration Day of 1922 shall long linger in the minds of the natives of Southside. Particularly will they remember the leader of the band in the afternoon procession, for was it not our *own* "Cliff" Lindsey who so majestically strutted out heading the procession!

Possibly the Cincinnati Terminal employes are surprised not to find any items of interest concerning the employes at the Smith Street Freight House, and we hereby



Eagle Scout M. C. Smith, Jr., and a beauty spot along the right-of-way near Davis, W. Va., in the vicinity of Fairmont, Wheeling Division

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#### FROM THE GENERAL SUPERINTENDENT'S OFFICE, CINCINNATI

Elmer F. Becker, file clerk; Elmer A. Duncan, assistant file clerk; C. E. Pierret, chief clerk; Gertrude Wehage, stenographer; Frank J. Brinkman, secretary; Francis O. Bunton, assistant chief clerk

call upon the associate correspondents, "Rip Van Winkle" O'Donnell and "Ben" Jelleff to awake and let us know whether or not Smith Street is still asleep.

Although summer is with us, it seems that Division Engineer W. P. Abbott has failed to resurrect his Palm Beach suit. We suggest, "Doc," that you get the old cedar chest out, unravel this raiment and polish up the old white shoes and give the old panama the "once over," and duck into the office like a summer boy.

The sympathy of the Cincinnati Terminals is extended to Trainmaster R. B. Fitzpatrick in the loss of his daughter, Kathleen.

The Division Engineer's Office force has lost an efficient chief clerk, Francis Hughes, who has been promoted to position in the office of S. A. Jordan. The promotion of Mr. Hughes takes from our midst one of our ardent social climbers and we know that the blow is felt most at the desk situated diagonally across from that at which Mr. Hughes used to hold forth.

Ralph Shaw, one of our faithful at Smith Street Local Freight Office, will join the ranks of the benedicts early in July. Miss Ruth Shelton of Wyoming is the fortunate lady. After a short honeymoon to Plainwell, Mich., they will be at home to their many friends. Best wishes for a long and prosperous life!

Miss Earnestine Stricker, settlement clerk, Smith Street, is visiting relatives in Texas. Miss Stricker has been in poor health for some time. It is hoped that she will be greatly benefited by a change of climate.

Herman Franz, private secretary to L. A. Cordie, agent (a great admirer of Teddy Roosevelt), is in some ways imitating the "Great Teddy." Raymond Victor arrived on May 8 and all are happy. This makes "three" that have come to cheer Mr. and Mrs. Franz on their way. Good luck and best wishes from all the employes in the Terminal!

Everybody is wondering why Irwin Hein, rate clerk, Smith Street Office, is wearing such a broad smile. It's a girl, "Joan Elizabeth," and she arrived on June 3. Congratulations!

Through the MAGAZINE, Miss Edna M. Orr wishes to express thanks and appreciation to her friends and fellow workers for their loyalty and assistance in the popularity contest, held in May by the Cincinnati Terminal employes, in which she was victorious.

Quite a number of our apprentice boys have started courses with the International Correspondence Schools. In a few years we will have produced some mighty fine, bright, young mechanics.

On account of increased business our roundhouse forces are kept pretty busy these days getting power out. But they are equal to the occasion and the power is right there when called for. The inspection pit is being enlarged to take care of more work.

Our boiler foreman has taken up the real-estate business as a side line. We understand that our air brake and pipe shop foreman, Paul Haaf, is looking for a home. If John hurries up, maybe he will be able to sell "Mose" a home.

#### Thinks

George Holt, that roof paint came from the Red Sea.

"Ben" Hesselbrock, that Rex Beach is a pleasure resort.

J. R. Zureick, that Puget Sound came from a boiler.

F. E. Liebetrau, that a canteloupe is some kind of an animal.

Ivorydale has had quite a number of distinguished visitors lately and is proud of the 100 per cent. praise given to her.

The he-vamp at Ivorydale, otherwise known as "Bob" Miller, has purchased a bran new Ford. We have heard that he also purchased a small machine-gun which he has installed on the running board of the "Fliv." What for? Why, to keep the women away.

H. Graue has joined the ranks of the benedicts. Our best wishes go with him and his bride.

We can't figure out what "Mac" Cracraft means when he says, "I wonder what you would say if I were to request transportation to Philadelphia—for two."

George Donnelly, our popular Machine Shop foreman, has recently been wearing a broader smile than usual. We wondered what this might be about. On conversing with him we find that he has the "auto fever." Now, we believe that our old bachlor friend has at last succumbed to the wiles of one of the fair sex and wants to get the auto to take "his sweetie" out in.

#### Newark Division

Correspondent, B. A. OATMAN

#### Newark, Ohio

Behold our shop foreman at Newark, Ohio shops. Standing—left to right: Sam Gallagher, Leo Thomas, O. M. Burke, D. Ochs, O. C. Rommel, Clyde Hupp, J. W. Hughes, Joe Fuller, General Foreman W. L. Clugston, Willard Wright, A. Mitchell. Sitting: Will Floyd, R. J. Brooker, G. H. Franklin, Charles Haslop, C. A. Card, Henry Sherrard, C. M. Hinger (deceased), Ira Peterman, Charles Barrett, George Duffy.

This picture was taken when the Newark shop foremen held their annual picnic at the Atlantic City of Ohio (Buckeye Lake), where the Western Line Veterans will hold their annual picnic on August 17.



#### OFFICE FORCE OF SUPERINTENDENT OF MOTIVE POWER, CINCINNATI

Left to right, back row: H. E. Duncan, chief clerk; Charles Bick, stenographer; W. Malthaner, superintendent motive power; G. E. Lund, draftsman; George Lishawa, clerk; Joseph Shea, secretary to superintendent motive power; G. H. Lucky, clerk; F. Wilhelm, chief clerk to paymaster, Baltimore, visitor; L. A. Cordie, local agent; George Sturmer, president Veterans Association, (visitor); George Nagel, file clerk. Front row: Dewey Smoot, clerk; Roger Meagher, clerk; George A. Bick, clerk; C. H. Auberger, stenographer; F. L. Welz, clerk; W. H. Moorhouse, assistant chief clerk; Cliff Winnall, clerk



This is a picture of our station building at Bethesda, Ohio, with Agent H. A. Davis standing in the doorway.

As predicted prior to the opening of the baseball season, the Newark Shop ball team has pushed its way to the top and now stands at the head of the Industrial Twilight League of Newark, Ohio. Of course there is a good reason for all this. When Manager Leon Stanford undertakes to round up a team of real good ball players, he usually meets with success. He has ability to spot a ball player the minute he puts his optics on one; he also has a way of getting his men to work every minute they are on the field, and the luck in the breaks is usually with Leon. Arrangements are now being made to have the 1922 silver cup placed in the glass case, provided for the purpose, in the Office of Master Mechanic, Newark Shop. We are all behind the ball team which may develop into the winning team for the Baltimore and Ohio System, should it be arranged to make a schedule with other divisions.

**Levi Willimine**

Born, November 1, 1864. Died, May 13, 1922

What little claim we have on life! Mr. Willimine reported for work at seven o'clock on the morning of May 13. At fifteen after seven he was on the way to the hospital after having suffered a stroke of apoplexy. Before the shop whistle blew for one o'clock he had departed this life.

Mr. Willimine had been employed at the Newark shops as flue welder for many years. He was considered an expert flue man and was always at his post of duty. Very rarely did he miss a day's work. We will miss him as a good fellow who was always to be depended upon. Newark shop employes extend to his survivors—his widow, one brother and one sister—their sympathy.

**Radioitis**

We have been wondering how many employes on the Baltimore and Ohio have been troubled with the new disease known as

"Radioitis." We have located several cases on the Newark Division and there seems to be no permanent cure.

We find that the victim is affected to a greater extent at night time than in day time; this is probably due to so much static during these days of summer, but we understand that the disease is more confining in winter months than in summer, so we are still at a loss to know just when or what part of the year it would be best to take treatment which would be lasting. From information at hand we diagnose the case as follows: Symptoms—A craving to listen in on some concert being given at Schenectady, N. Y., Pittsburgh, Pa., Detroit, Mich., Newark, N. J., etc.

Treatment—See some one thoroughly familiar with the building of radio sets; he will be able to relieve this craving to some extent, at least temporarily, until you are advised what a good set will cost you. Then you'll get a setback—but by listening in on his set frequently you are inclined to think that you are improving, while in reality you are just getting more fever. As a dependable cure we suggest that you get a good radio set with at least two stage amplification, sit at home in the evenings, tune in and hear what is going on in the world around you.

**Mansfield, Ohio**

Correspondent, C. R. STONE

Miss Grace Wright, our efficient assistant cashier, has returned from a pleasure trip to Washington, D. C.

Robert Kaufman, the handy over and short clerk, is making a good many trips to Mt. Vernon of late. Be careful, "Bobby," the sea is rough; you need plenty of sail to get along real nicely.

Albert Walters, car demurrage clerk, is also buying flowers and candy by the carload. Why? That's what we want to know.

Charley Richards, second trick operator at North Siding, is riding around in his new Dodge.

# This Man Wouldn't Stay Down

C. W. Foshay used to be an operator and signalman at Tower 37, Peekskill, N. Y.

But he wasn't satisfied. He wanted a better job. And one fortunate day he decided that the best way to get a better job was to deserve it. So he enrolled with the International Correspondence Schools.

"I worked in the tower and studied nights," he wrote to us the other day. "I completed the course and received my diploma after six to eight months of study."

"As a direct result of this study I obtained a chance in the signal supervisor's office as a draftsman, which work I pursued for a couple of years. The proficiency gained from experience, added to my knowledge of signal work, led to my being promoted to chief signalman of the Hudson Division."

"Incidentally, the taking of that I. C. S. course led directly, through subsequent steps, to my attaining my present position."

"I recommend Scranton instruction to any person who is not afraid of hard work—the only kind that pays."

C. W. FOSHAY, Train Master,  
Hudson Division,  
New York Central Railroad.

Mr. Foshay is just one of many thousands of railroad men who have gone forward to better positions and larger salaries through I. C. S. training.

You have just as good a chance as he had—perhaps better. But you'll never get anywhere by just wishing. You've got to prepare for a better job before you get it.

Just mark and mail the coupon printed below, and without obligation or a penny of cost, find out what the I. C. S. can do for you. Today—not tomorrow—is the day to take that first step forward.

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Above: The foremen at Newark Shops. Below: The station at Bethesda, Ohio

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The Hagenback and Wallace circus has come and gone, with the same old crowd of both young and old on hand to greet it. The number of volunteers for the HEAVY WORK was about up to the average, but the much sought after pasteboard or pass was as freely given as the income tax. The Baltimore and Ohio had the circus out of Mansfield to Cumminsville, Ohio. The greater part of the crowd on circus day was brought into the city over the Baltimore and Ohio.



**Columbus, Ohio, Station**  
Correspondent, J. V. PRICE

Assistant Correspondent, EDITH ROACH

Thursday, May 10, was the record day for the Columbus and Newark Joint Division. The Baltimore and Ohio and the Pennsylvania lines handled forty passenger trains consisting of 314 cars, and 112 freight trains consisting of 2579 cars. This in a period of 24 hours. The major portion of this traffic was coal destined to the steel industries in eastern Ohio and western Pennsylvania, and all of this traffic was handled with little or no delay in the Columbus Terminal Yards. This section of the Newark Division is double tracked the entire thirty-three miles and has the third or slow track over the hills in both directions. From comments made by passengers riding on both roads, this is one of the finest pieces of track in the United States.

The contract for the repaving of Third Street, from the Baltimore and Ohio Freight station for a distance of one mile south, has just been let. When this improvement is completed, the Baltimore and Ohio will have the best located and most easily accessible freight station in Columbus. The street will be widened and paved with asphalt.

Fred Whalen was awarded the position of cash clerk, succeeding Edward Dauer, who resigned to accept a position with a local firm. We wish him success.

We have with us James Shea from Shawnee, who received the position of utility clerk.

Because of the increase in business we have put back one of our furloughed clerks, Miss Jessie Fralinger. We are glad to have little Jessie with us once more.

S. A. Bush was called to Chicago last week to the bedside of his mother, who had sustained a severe accident. She was leaning against the porch railing, which suddenly broke, causing her to fall backwards a distance of ten feet. She was severely injured, but happily the prospects for her recovery are good.

A new delivery clerk arrived. Born to Mr. and Mrs. James Butler, an eight pound boy, John James, May 18.

Assistant Foreman James Avery, Columbus Shops, is on the sick list.

Storekeeper W. T. Giblin has been transferred to Sandusky as storekeeper. H. C. Burton, Newark, succeeds Mr. Giblin at Columbus.

On April 14, Miss Kathryn Funke became the bride of Ray T. Jones. Mr. Jones was formerly with the Baltimore and Ohio, but is now with the Hocking Valley Railway at their General Offices in Columbus. The ceremony took place at the parsonage of the Methodist Protestant Church and was performed by Reverend Maier, a life long friend of the bride. After the wedding, the happy couple went to their comfortably furnished home at 48 Hubbard Avenue.

They received a great number of valuable gifts, perhaps none more appreciated than the one given by the Platform Bunch and the clerks "upstairs." Everyone was invited to spend the evening at the new home of the newly weds on the evening of May 3 for a good time. Mr. Payne ably presented Mr. and Mrs. Jones with a beautiful mahogany floor lamp, the gift from the Platform Bunch, they having always considered Katie as "Their Girl." Then Miss Marie Brink, in her inimitable manner, represented the "upstairs bunch," and presented them with a mahogany rocking chair. R. S.

Dodds, a former employe, knowing the great loss the platform bunch had sustained and understanding their thoughts and feelings, contributed the following:

"Were it not for the mirror of memory, the ever promising vision of hope and the heartening common place realities of life, none of us would care to linger long on this old planet. It is just such occasions as this one which brings us to a full appreciation of the inestimable value of friendship. The impulses of one's heart never run truer to form than when expression is had of the regard one entertains toward another. And so tonight, with or without the consent of Ray, we want to refer to you as "our girl."

We bring to you a renewed avowal of our esteem and affection toward you, and, as our little remembrance will serve to light and cheer when the shadows gather, so may each of you fetch cheer one to the other, ever having in mind that a sorrow shared is halved, and a joy shared, is doubled. To you, Ray, who have taken away the girl of our choice, and your choice, the only girl, we extend congratulations. Surely you have chosen wisely and well, but we are only going to grant that you have adopted "our girl." To each of you we can only sincerely wish that in your journey together through life, you will ever find an increasing pleasure in the fond companionship you are just entering upon. In conclusion, Mrs. Jones, do be certain that we of the platform will always wish you well, indeed.

Our yesterdays with you, fine friend,

We'll count them o'er and o'er,

A-wishing you with every count

Long years of joy galore.

(Signed) The Platform Bunch.

The sewing club was entertained by Mrs. J. V. Price, wife of our chief clerk, on April 25.

Oscar Scéen, check clerk, is spending a short time in Texas.

**Marietta, Ohio**

Correspondent, G. R. STEEN

One of the latest additions to our business enterprises is the Scott Garage and Aviation Company. They have opened a flying school, and are carrying passengers at the rate of five dollars per trip. They are making trips to all cities for those desiring quick transportation. "Scotty," the aviator, says, "Fly with me," but our most efficient cashier, Mr. Schantz, says, "Nothing doing."

Some excitement was caused on Putnam Street the other evening when a swarm of bees took possession of an automobile. While some one was hiving the bees, our car record clerk appeared on the scene. Evidently one of the bees thought he was an enemy and knocked him cold.

Things that never happen in our office: Rate Clerk Miller losing rate sheets; Waybill Clerk Reed running to the waiting room for a drink of water, and Herman Henry leaving out waybills in making up the reports.

For Sale—One 1917 Model Ford touring car in good running condition, sometimes, or will trade for a Maxwell. See Herman Henry, baggageman.

The produce season started on June 10 with the first car of cabbage. Oh boy! our job begins now!

**Office of Train Master, Connellsville, Pa.**

Yardmaster A. McCormick, westbound hump, Connellsville yard, started on his vacation June 7, and since he had never seen the "main" part of the U. S. A., he left immediately for New York.

Yard Brakeman H. S. Lancaster spent several days along the streams in the mountains above Indian Creek, during the first part of June, trying his luck in capturing the speckled trout. He returned with a good catch.

D. M. Springer, clerk, General Yard Office, Connellsville, sure is blue these days; his lady friend recently graduated from the High School and has gone on an extended trip for the summer. This regret will be only temporary as "Dannie" will soon be raving over some other fair one.

"Jimmie" McClure, the efficient messenger in the General Yard Office, Connellsville, returned to the service recently after having been off several weeks account of illness. We are glad to see you back, "Jimmie."

Here is a picture of F. H. Hanlon, lightweight boxer, Connellsville—not yet defeated. Look him over, boys. Mr. Hanlon is employed as machinist helper at our shops.

Fireman E. C. Lendon and family have been sojourning in Houston, Texas.

Take a good look at "Johnny" Shallenberger, janitor, westbound yard, Connellsville.

L. A. Glover, Trainmen's committeeman, attended the Convention of Trainmen at Toronto, Canada, during May.

**Mansfield, Ohio**

Correspondent, C. R. STONE

From the number of people who have asked about rates on crushed stone and paving brick, we are inclined to predict that there will soon be a boom in road making in this vicinity. This will delight those who have occasion to travel over highways, and we are looking forward to a nice business.

Strawberries are very plentiful. Five carloads were recently brought into Mansfield over the Baltimore and Ohio in three days. We are wondering what became of all of them, and how many strawberry short cakes the lot would make.

Ticket Agent G. F. Sellers says that the passenger business is increasing and that the people are starting out early on their summer tours. Applications are being made daily for accommodations on our trains.

S. T. Bride, local baggageman, seems to have his hands full handling show baggage. Mansfield is getting the same class of shows that appear in the larger cities. This means more and better business for the Baltimore and Ohio.

Summer seems to be here at last, judging from the parties being made up to feed the fishes. Yardmaster Kerr and Agent Stockwell and your correspondent are equally guilty and have in mind some private fishing ground not far distant from Mansfield.

G. F. Sellers, ticket agent, recently moved from Dickson Avenue into his new home on Bartley Avenue. George says it is more like living when you are occupying your own home. We agree with him.

Yard Conductor George B. Turner, first trick, has just returned from a trip to the Tri State region, Huntington, W. Va., Kenova, W. Va., and east. George says the Ohio River is still a good place to fish if you know where to go.

Yardmaster L. L. Kerr is contemplating a fishing trip. Let us hope that "Lou" will bring home the fish, and that he will have good luck and that there may be samples to grace the employes' tables.



## Akron Division

Correspondent, J. A. JACKSON

George Farr, formerly of the Office of the Superintendent of Locomotive and Fuel Consumption, Baltimore, has accepted the position of secretary to D. F. Stevens, superintendent of the Akron Division. Welcome to our city, George!

William Mulcahy, roundhouse foreman, New Castle Junction, is passing around the "El Versos." William, Jr., ten pounds, arrived on May 10. Congratulations "Bill" and many of them!

General Yardmaster O. L. Murphy, New Castle Junction, spent his annual vacation in Halburton, Canada, one of the best fishing locations in the Dominion. "Murph" reports having had good luck with the rod and reel.

Assistant Division Engineer John H. Babbitt, Akron, Ohio, and Miss Edith Josephine Wells, of Northampton, Mass., were married on Saturday, April 29 at the home of the bride, 71 Washington Avenue. The ceremony was performed in a bower of laurel and hemlock, and the house decorations were of laurel and snapdragons. Rev. Richard H. Clapp, pastor of the First Congregational Church, performed the wedding ceremony. The wedding march was played by Miss Lelia Babbitt, a sister of the groom. The bridesmaid was Miss Elsie Wright of Pittsfield, Mass., a classmate of the bride. The best man was David Johnston, of Boonton, N. J. The bride was beautifully gowned in white georgette, and carried a bouquet of white roses and sweet peas. The bridesmaid wore blue taffeta silk and carried a bouquet of pink roses and sweet peas. Immediately following the ceremony a reception was held for over 150 guests, and a buffet luncheon was served. Guests were in attendance from Boston, New York, Boonton, N. J., and Springfield, Mass. The bride and groom are both graduates of Northampton High School, class of 1912; the bride is also a graduate of Smith College, 1916 and the groom graduated from the Massachusetts School of Technology in the class of 1917. He served during the World War with the rank of captain in the 13th Anti-Aircraft battery. After an eastern wedding journey, Mr. and Mrs. Babbitt will take up their residence in a newly furnished home at 745 Roselawn Avenue, Akron, Ohio. The best of good wishes and happiness are extended to the happy couple from their many friends on the Akron Division.

One of the most pleasing and charming parties of the early summer season was held in the Firestone Auditorium, Akron, Ohio, on Thursday evening, April 27, under the auspices of the Welfare Bureau of the Akron Division. A splendid program of dance music was rendered by the Pat Patrick Orchestra, and over 400 employes and members of their families enjoyed the evening's entertainment. A pleasing feature was the introduction of the various officers of the newly organized Akron Division. President Eichelberger, Welfare Bureau, acted as host for the evening, and no one was missed in the way of seeing that everybody had a good time. Credit for the success of the party is due Mr. Eichelberger, E. L. Miller and District Freight Agent C. M. Groninger. The same Committee is making arrangements for the annual picnic, which will be held in the near future.

P. H. Groscup, formerly division accountant, New Castle Junction, has been transferred to the Connellsville Division, where he will be the division accountant, with headquarters at Connellsville. Mr. Groscup

has long been connected with the Baltimore and Ohio, and there is little left to say on his being selected as division accountant, Connellsville. However, with Mr. Groscup's enterprise and ability, it can be depended upon that his work in this position, as in others, will speak eloquently for itself. While his numerous friends on the Akron Division regret his leaving, yet all are jubilant over his well deserved promotion. We hope that the stretch of miles which separates him from his friends will not prevent his calling for a little chat whenever time permits his presence on the Akron Division.

"Jimmie" Geddis and "Tommie" Williams, congenial mail boys in the Superintendent's Office, are having the time of their young lives in their new location at Akron, Ohio. The boys are inseparable companions and can be found almost every evening at one of the many beautiful parks, enjoying themselves in their new bathing suits. Both are expert swimmers, and say that they would rather swim than eat. Just the kind of boys that will make future superintendents!

### My Auto, 'Tis Of Thee

Sympathetically dedicated to "Mike" Walus, on the occasion of his purchase of a new Ford Sedan and sung to the tune of "My Country, 'Tis Of Thee."

My Auto 'tis of thee, short cut to poverty,  
of thee I chant.

I blew a pile of dough on you two years ago,  
Now you refuse to go,  
Or won't or can't.

Through town and countryside, you were  
my joy and pride,  
One happy day.

I love the gaudy hue, the nice white tires so  
new,  
But now you're down and through,  
in every way.

To thee old rattletrap, came many bumps  
and knocks,  
for thee I grieve.

Badly thy top is torn, frayed are thy seats  
and worn,

A whoop affects thy horn,  
I do believe.

Thy motor has the grip, thy spark plug has  
the pip, and woe is thine.

I too have suffered chills, ague and kindred  
ills.

Trying to pay my bills  
Since thou wert mine.

Charming in its simplicity of appointment, was the wedding of Betty May Richards and J. Walker Balentine, which was solemnized at the home of the bride on Wednesday, June 14. The bride is a daughter of Mrs. S. A. Richards, South Mill Street, New Castle, Pa. She has been connected with the Baltimore and Ohio ever since her graduation from the New Castle High School in 1918. The groom is also in the employ of the Baltimore and Ohio. He is a graduate of the North Stradane High School in the Class of 1917. Mr. Balentine is a son of Mr. and Mrs. Joseph M. Balentine, Cannonsburg, Pa. Following the ceremony, a wedding dinner was served to the relatives of the immediate families. After an extended wedding trip through the East, they will take up their residence in a newly furnished home at 362 Parkwood Avenue, Akron, Ohio. Their many friends on the Akron Division extend their best wishes for long and continued happiness.

Stuart A. Allen, freight traffic manager, Chicago, was the principal speaker at the first meeting of the staff officers of the Akron Division, which was held in the red room of the Portage Hotel, on May 19. Mr.

**Do you want a \$150.00 Phonograph for a few hours of your spare time? If you do write the Auburn Phonograph Company, Auburn, Indiana, for full particulars.**

Allen laid particular stress on the solicitation of freight, by the various agents, clerks, and other employes and recommended that particular attention be given to the fast freight schedules in order to maintain the high standard of efficiency which has been established in the past. Other speakers included W. W. Blakely, general freight agent, Pittsburgh, Pa.; J. C. Kimes, assistant general freight agent, Cleveland, Ohio; C. F. Farmer, division freight agent, Youngstown, Ohio; C. M. Groninger district freight agent, Akron, Ohio, and Superintendent D. F. Stevens, of the Akron Division. Impromptu remarks were also made by several of the prominent traffic men of the city. Superintendent Stevens' remarks were interspersed with a general outline on the existing conditions of the country, and a plea for the earnest cooperation of the various officers in the proper handling of the large territory now embraced by the new division. After the meeting a banquet was served in the private dining room, the guests being entertained by the Akron Traffic Club.

### Lorain, Ohio

Correspondent, G. W. HARMON

Miss Myrtle Gonnerman, stenographer, General Car Foreman's Office, has resigned and is now working for the Lorain County Electric Company.

There were many sad scenes of parting in Lorain when the Cleveland and New Castle Divisions became the Akron Division. George Coon surely will be missed by the little ones that he left behind. Nettie and Julia miss him awfully. Don't tell his wife.

The girls in the Master Mechanic's Office at Lorain gave a farewell party for the boss, G. R. Coon, before he left for Akron. He was presented with a gold pencil. They thought perhaps he would use it to write to them, but to date they have not received as much as a note.

Lorain is rather dead these days, because the coal machines are not working. It is all right to be dead in the winter, but when the spring comes and all seems to blossom out with newness of life, one feels like doing something. Agent Ferguson just sits and weeps because there is no activity around here.

Former Master Mechanic M. A. Gleeson is at the present time on a four months' furlough down in Texas prospecting in oil. Maybe he will have his picture painted in oil; who knows? Good luck to "Mike!"

The Baltimore and Ohio Dredge, "Black Rock," is doing good work dredging in the river at Car Dump No. 2. This will be a great benefit to vessels loading coal at Lorain Docks. Captain Kulnane and his crew from Painesville, Ohio, are doing the work on the dredge here. The captains of the vessels loading will be greatly surprised in finding so much water at all times.

W. Arick and wife, clerk at No. 2, went to Salina, Kansas on their winter vacation and came back all smiles—with a new baby girl! Isn't that nice?

"Zack" Robinson, carpenter foreman, Lorain Terminals, has returned from a six weeks visit to Lake Helen, Fla. Here he spent most of his time as a disciple of Isaac Walton, with excellent success. He tells some fish stories about his wonderful catches and about the kind of bait he used



### Massillon, Ohio

Correspondent, W. E. BRUGH

Mrs. L. T. Kegler, wife of our agent, Massillon, when in a conversation with a lady friend, was informed that her friend was leaving that evening for Florida. Mrs. Kegler inquired about the route she was taking and was informed that she was going via a competing line. Through Mrs. Kegler's influence, this lady was persuaded to go on the Baltimore and Ohio. Good work, Mrs. Kegler. Let's hear from some of the other women.

Brakeman George H. Brugh recently took an extended sight seeing trip through the West.

Round House Foreman Emerson W. Polem and Laborer Sam Domro, while out testing a Ford machine on May 17, met with a serious accident. Mr. Polem lost control of the machine, struck a telephone pole, broke it off, and collided head-on into a barn. Mr. Polem was fatally injured and Mr. Domro seriously injured. Much sympathy is felt for Mr. Polem's widow and only daughter, Nancy Jane, age seven years.

Yard Clerk L. W. Meyers recently became the proud father of a new-born daughter. Good luck to you and Mrs. Meyers, "Gov."

Here's William E. Brugh, Jr., two year old son of clerk to trainmaster, lunching on an ice cream cone.

The accompanying picture shows our office force and warehouse men at Massillon Freight House. They are, left to right, standing: Agent L. T. Kegler, Ethel Donahue, Myrtle Slicker, "Ed" Richards, Jennie Eckroad, Paul Seifert, Kent Spangler, Archie Seifert, John Becker. Front row: "Mickey" Rohr, N. R. Fashbaugh, F. J. Rhine, C. A. Workinger, G. N. Helline and Oliver V. Seifert.

### Chicago Terminal

Correspondent, T. H. WILLIAMS

Along with the daily gossip around the Terminal is one item that attracts more attention than others. This concerns our chief telephone operator, who, it seems, is falling for one of the stars in the Traffic Department. I really don't blame her; he's



The late E. W. Polem, Massillon

some handsome boy—one of those kind who finds it necessary to carry a club to keep the girls away. And then he shakes a wicked shoulder, as was noticed the other night at one of our most fashionable inns. Irene, is it true?

And we don't blame "Tommie." There is a long string of admirers just waiting an opportunity to have the pleasure of even talking to our beauty. Watch your step, "Tom."

We are all glad to see smiling "Joe" Kennedy back on the job after a long illness.

Some young fellows at East Chicago who have organized a baseball team that has never been defeated, viz.: pitcher, F. N. Hickok; catcher, C. F. McKelvey; first baseman, A. W. Booth; second baseman, F. W. Cross; third baseman, Elmer Brands; short-stop, Tom Hagerty; right field, Tom Finnon; center field, P. J. Wolfe; left field, Tom Maher; umpire, William Birdsley.

Our manager, John Reynolds, Master Mechanic's Office, is anxious to get a game with any railroad team, but particularly one with any team on our System. Every man on the team is batting over 300 at the present time.

Friend Specken, operator at 14th Street, came out the other night with his eye decorated. We asked him how come. The

reply was, "fell on the curb stone." Why not quit arguing with friend wife?

Yours for advice,  
Seldom Inn.

Our old friend, Hugh McDonald, who has been on the sick list for over a year, is spending the summer with his sister at Des Moines. We certainly hope the western atmosphere and garden work will do him a world of good, as we want to see him back on the job again.

### Chicago Division

Correspondent, F. N. SCHULTZ

#### DIVISIONAL SAFETY COMMITTEE

##### PERMANENT MEMBERS

S. U. HOOPER.....	Chairman, Superintendent,	Garrett
T. J. ROGERS.....	Vice-Chairman, Trainmaster,	Garrett
GERTRUDE MANION.....	Sec'y to Supt.,	Garrett
J. E. FISHER.....	Trainmaster,	Garrett
F. D. BATCHELOR.....	Division Engineer,	Garrett
F. N. SCHULTZ.....	Division Operator,	Garrett
E. J. MCSWEENEY.....	Master Mechanic,	Garrett
D. HARTLO.....	Road Foreman Engines,	Garrett
W. E. FRAZIER.....	Road Foreman Engines,	Garrett
DR. W. A. FUNK.....	Medical Examiner,	Garrett
G. W. HANWAY.....	Captain Police,	Willard
J. L. ALLEN.....	Division Claim Agent,	Garrett
J. L. LEWELLYN.....	Master Carpenter,	Garrett
P. H. CARROLL.....	Signal Supervisor,	Garrett
H. H. TREFFINGER.....	Electrical Foreman,	Willard
H. F. SCHWAB.....	Division Storekeeper,	Garrett
W. J. MULVIHILL.....	Supervising Agent,	Garrett
C. L. WOODCOX.....	General Yardmaster,	Garrett

##### ROTATING MEMBERS

J. W. RIDER.....	Freight Engineer,	Garrett
I. W. TODHUNTER.....	Freight Conductor,	Deshler
H. G. BOHLER.....	Freight Fireman,	Garrett
H. G. SIMCOX.....	Freight Brakeman,	Garrett
W. N. CLAY.....	Track Foreman,	Hicksville

Yard Brakeman Harley Moffett, of Deshler, inventor of the Moffett Automatic stop signal, met with a painful accident a few days ago while experimenting with some kind of an invention, in which he used hydrochloric acid. He burned one of his fingers so seriously that amputation was necessary. It is hoped that no further trouble develops and that he will soon be back on the job.

Chief Dispatcher H. S. Carroll is again having trouble with his injured leg. Almost a year ago he received a slight injury, which, however, failed to heal for a couple of months. Trouble developed again about May 10 and at the present time he is unable to use it. All of his friends wish him a speedy recovery.



Little W. E. Brugh, Jr., likes ice cream cones, and we suspect that the big boys and girls in the other picture do, too. They represent the office force and warehouse at Massillon



James Duncan, aged 82, died at his home, Willard, Ohio, on June 6. Mr. Duncan was a retired Baltimore and Ohio passenger conductor and had been an invalid for the past 22 years. He entered our service in 1881 and retired after twenty years service as brakeman and freight and passenger conductor. He was a member of the Order of Railway Conductors, the Grand Army of the Republic and a charter member of the Presbyterian church of Willard. Burial was in Greenwood Cemetery, Willard. Two sons and four sons-in-law acted as pallbearers. Mr. Duncan was a resident of Garrett for several years before moving to Willard in 1887.

**Garrett, Indiana**

Correspondent, MARGARET GALLOWAY,  
Assistant Shop Clerk

**What To Do**

When the little devils fret ye,  
And you're feeling kind of blue—  
When a bit of sadness hits ye,  
And you don't know what to do,  
Just remember that your troubles,  
All your sorrows and your pains  
Go to help you win your struggles  
If you cry not when it rains.  
When a bit of sunshine greets ye  
And your chest is swelling out—  
And a bit of gladness meets ye  
And you're feeling big and stout,  
Why! just grab a hold and sling it  
At the folks you see around,  
For, the minute that you fling it  
Your're the gladdest man in town.

—Geo. Connor in *Journal of Outdoor Life*.

The marriage of Peter Treesh and Mrs. Cora Creager was solemnized on Thursday afternoon, June 1, at the Christian Parsonage, Rev. W. R. Willson officiating. Both have been residents of Garrett, and Mr. Treesh has been employed in various capacities at the local car shops for a number of years. After a short visit with relatives at Butler, they will be at home at the bride's home on South Lee Street. Hearty congratulations!

In connection with the movement of two special trains leaving Cleveland at 8 p. m. on June 6, carrying the Alkoran Temple of Mystic Shriners of Cleveland to the convention in San Francisco, the following note in "The Happenings in Garrett Twenty Years Ago This Week" will be read with interest:

"A fine special train run as First No. 7 passed through Garrett yesterday bearing a merry crowd of Mystic Shriners bound for San Francisco to attend a convention at that city."

The last named train carried Shriners from Baltimore, and the present time Shriners of Boumi Temple of Baltimore were moved in a special Pullman on Train No. 7, leaving Baltimore on June 4. This certainly speaks well for Baltimore and Ohio Passenger Service.

Floyd, the nine year old son of Dispatcher and Mrs J. C. Brookmeyer, met with a serious accident on Sunday evening, May 28, which resulted in the loss of his left eye.

Floyd and his twin brother, Clarence, were watching some other boys playing ball, when one of the boys swung a bat. It broke and the sharp end struck Floyd in the eye, completely destroying the sight. He was removed to Sacred Heart Hospital where an examination revealed that although the eyeball was badly lacerated the brain and skull were uninjured. The eye was immediately removed by Dr. W. G. Symon. Floyd is now at home and able to be out of doors as usual.

Engineer and Mrs. F. G. Heinlen and daughter, Mrs. Francis Van Derbosch, and Engineer J. E. Cogley, went to Wheeling, W. Va., to attend the wedding of Leo Heinlein and Miss Mary Margaret Crogan, which took place on June 1. Immediately after the ceremony the bride and groom left for a honeymoon to be spent in Yellowstone National Park and other western points. On their return they will make their home in Chicago. Mr. Heinlein was formerly employed at this station as a machinist, but for the past two years has been night roundhouse foreman, South Chicago. Hearty congratulations!

Decoration Day was chosen for the marriage of Machinist Joseph Jankowski and Miss Stella Vanderbosch, the ceremony being performed at St. Peter and Paul Church, Garrett, at 8.30 a. m., Rev. Father King officiating. Both Mr. and Mrs. Jankowski are well known and enjoy a large circle of friends who extend hearty congratulations. Mr. Jankowski is employed at the local shops.

Patrick McCarthy, Rochester, N. Y., recently visted his son, J. P. McCarthy. This is Mr. McCarthy's first visit to Garrett in seven years; he was employed in the local yards as fireman until pensioned, and then went to Rochester to make his home with his daughter at that city. He was enroute to South Bend to attend the commencement exercises at Notre Dame from which one of his nephews will be graduated.

Shop Clerk and Mrs. J. H. Lantz will spend their vacation at their Cottage Laffalot, Lake Wawasee. Jim says all are welcome; however he asks that any one who comes to visit him there brings his own bait, as it keeps him busy securing enough for his own use. He usually finds that the fish have a good appetite, but not much for a real bite.

If the number of requests for transportation for "myself and Wife" is a true indicator, as we believe, there certainly are going to be a number of June brides. We are not mentioning any names, but we wish each and everyone a long and prosperous life.

**South Chicago**

Correspondent, ESTHER J. SPREENBERG

We have a very clever cartoonist at South Chicago, Fireman Manley, who deserves much credit and it is with regret that we cannot get the "Sandhouse Blade," issued by him, reproduced in the MAGAZINE. This, however, is impossible except in such small letters as to make it impossible to

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2-4 Maiden Lane New York

read. The "Sandhouse Blade" is drawn up from time to time by Mr. Manley and it is something that we all look forward to. When is the next issue due, Mr. Manley?

Considerable credit is again due Frank Bastl and William Rosenthal, reconsigning clerks, Chicago and South Chicago, respectively, who were responsible for the handling of a car for 12th Street recently, thereby saving the Company \$43.40. Such reports are frequently received. Messrs. Bastl and Rosenthal are heartily thanked for their good work.

Send your notes and good clear pictures in to the correspondent, in care of Mr. Alt-



**A SETTETTE FROM GARRETT.**

Left to right: T. J. Euler, clerk; R. H. Blyth, dispatcher; J. F. Arslero, dispatcher; F. N. Shultz, division operator; F. J. Rogers, trainmaster; J. M. Trimble, dispatcher

Please mention our magazine when writing advertisers



herr, 90th Street. Have them in before the tenth of each month. It is impossible to reach all the departments and the writer would appreciate the assistance of other employes at South Chicago.

Our transfer foreman, Max Lewandowski, attended the convention of delegates to the Relief Department held at Cincinnati, Ohio, on June 22 and 23. Statement Clerk J. S. Cusick, South Chicago, also attended, he being a member of the Operating Committee. Now we know that South Chicago was well represented.

### Ohio Division

Correspondent, A. E. ERICH

A certain young clerk-stenographer in the General Car Foreman's Office was seen recently calling on Henn and Haynes, the local dispensers of those gems which the fair sex always seem more than pleased to receive. Putting on a bold front (although with knees shaking) he told the clerk, "I want to get a diamond engagement ring." She is wearing it on the right finger at Frads' Candy Store. We hope she proves to be the "candy kid" for "Schwitz."

And then—another clerk in the same department, so we hear, has let the contract for a new "Love-Nest" on Water Street. He evidently believes in getting the cage before he gets the bird. Our informant also tells us that Charles has some difficulty in making his numerous calls on his fiancée. He suggests that a motor bus line between Chillicothe and Williamsport, Ohio, operated at least three times per week, would bear looking into as a "side line" for some employe.

Better look out "Tubby" and "Reedy;" you may be next.

Miss Clara "Ted" Moore, Storekeeper's Office, has purchased a Ford coupe. He now rides to work—accompanied of course.

#### James Emmett Braley

James Emmett Braley was born at Langsville, Ohio, on July 22, 1861, son of Elliott and Juanetta McKnight Braley. He came to Chillicothe in 1884 and accepted a position as freight brakeman on the old C. W. & B. R. R. This position he held until 1890 when he was promoted to freight conductor. After years of faithful service he was promoted to passenger conductor in 1911. In this capacity he was serving at the time of his untimely death, on May 19. He was married to Miss Nellie Murphy of Stewart, Ohio, in 1889. This

union was blessed with a daughter and son. The daughter died at the early age of two years. The son, Frank, who survives his father, has followed in his footsteps. He is a conductor on the Ohio Division. They were constant companions. The orders to which he belonged lose a loyal member and the Company, a faithful employe. He was a member of the Masonic Fraternity, Baltimore and Ohio Veterans' Association, and the Order of Railway Conductors. In the last two named, he held positions of trust. Mr. Braley was a lover of outdoor sports, especially of fishing and hunting; he was a man of conservative and broad ideas; he was loyal to his friends and his orders and to the Company by which he was employed, and it is needless to say he will be greatly missed, not only by the widow and son, but by all his associates.

The Hagenbeck-Wallace Circus, whose routing was at different points on the Baltimore and Ohio every day for over a week, are without a doubt warm friends of the "Best and Only." At the end of this route, just before leaving, one of the traffic officers of the circus came to Trainmaster Banks, personally, and commented on the movement and handling. As a final remark he said: It was the best handling we have had in four years."

Ask E. R. "Sheeney" Miller, Division Accountant's Office, what made him so nervous and embarrassed when walking up from work with one of the lady clerks. It wasn't the walk, for this occurs frequently—with the same young lady.

A. A. Ramsey, fireman, has taken unto himself a wife. Miss Mary Jenkins, Ray, Ohio, is the lucky girl.

We are glad to announce that George Blake, brakeman, who has been quite ill, is greatly improved.

Howard Rice, ticket clerk, Union Station, Chillicothe, is the proud father of a baby girl, born on May 25. Congratulations!

C. C. "Shorty" Watkins, deadheaded (without authority) to Cincinnati, and came back double. Congratulations and best wishes!

Another victim of Cupid: E. W. Foster, brakeman. Congratulations!

H. G. Files, ticket agent, Athens, is smiling over the arrival of a nine pound boy, born on May 8.



The late Conductor J. E. Braley

We welcome Miss Ruth Buckmiller, new stenographer to division engineer, who has taken the place of Miss Edith Woodall, promoted to Division Accountant's Office. We also wish Edith success in her new position.

From the following note, which accompanied requests for passes in favor of John Race, signal helper, it was learned that he is to be among the ranks of married men.

"Please furnish these passes for John Race, as he is to be married on June 30, 1922. Lord help him."

We are sorry to announce the death of James L. Starlin, yard brakeman, Portsmouth.

To Engineer Clyde Garber, in the loss of his wife, our most sincere sympathy is extended.

Mr. Senff, engineer, who was struck and seriously injured by a street car while on his way home May 6, is getting along very nicely. He hopes to be back on his run before long.

F. M. West, baggagemaster, Hillsboro Local, who recently underwent an operation on his eyes, is improving rapidly.

Please Help SAVE FUEL!

#### SAFETY AGENT "SEZ":

One of the most positive and absolute rules of this Company is that of requiring car repairers to protect themselves by flag or light when working under cars. The necessity and reasonableness of this rule are apparent to every one, yet it is often necessary to discipline men for disobeying this rule, one that concerns their own personal safety. Relaxation of vigilance on the part of those in authority would probably result in a wholesale disregard of this rule by the very men whose lives are protected by it. CAR REPAIRERS, as you value your own safety and the safety of your fellow employes, stick by the BLUE FLAG and use it ALWAYS!

Now is the time for all good employes to BOOST BUSINESS.

### St. Louis Division

Correspondent, H. F. SMITH

Careful Crossing Campaign posters are in every garage, filling station, repair shop, courthouse, public building and railroad station. But there is no advertising better than by word of mouth. Can't each of us talk with the people with whom we may chance to ride, so that when they or we at-



Inside the cleanest and most orderly signal tower on the Ohio Division, located at Sabina. Levermen D. McKinney, John Morey and Charles Ray take special pride in keeping this tower clean, and they are commended on the orderly condition



tempt to pass over a crossing, the Safety idea will be uppermost in mind.

On May 21, Supervisor M. F. Wyatt reached the seventy-third milestone of his life. He is still in active service. This event was justly and proudly celebrated by his family. Mr. Wyatt was born on May 21, 1849, at Danville, Province of Quebec, Canada. He entered service of the K. C. St. J. & C. B., now the C. B. & Q. R. R., as trackman on June 1, 1871. After working two weeks in this capacity, he was promoted to yard foreman at St. Joseph, Mo., where he served for nine years. He was then promoted to foreman of construction gang. As such he worked until September 1, 1887, when he entered the service of the O. & M., now the Baltimore and Ohio, as supervisor with headquarters at Flora, Ill. In December, 1889 he was transferred to the district between North Vernon and Cincinnati, with headquarters at Aurora, Indiana; in May, 1898 he was transferred to district between Seymour and Louisville, with headquarters at North Vernon. In September, 1902, he was transferred to the district between Tower Hill and Shawneetown, over which he is still supervisor. The birthday was celebrated with a family dinner at his home. All of his children and their families were present, with the exception of the oldest son, who was unable to come. Mr. Wyatt has two sons in service of the Baltimore and Ohio, Trainmaster H. F. Wyatt, Newark, Ohio, and Conductor H. A. Wyatt, St. Louis Division. He received many presents but said the thing most appreciated was the shower of letters and birthday cards received from Baltimore and Ohio officials and employes and that for these he is unable to find words to express his feeling of appreciation. We know of no one who is more universally liked and respected by both employes and the citizens of his town than Mr. Wyatt and we sincerely hope that it will be his fortune to enjoy many more birthdays.

Cards are out announcing the wedding of Miss Georgia Bryden to Mr. Andrew Hansen of La Junta, Colo. This wedding took place at La Junta on May 25. Miss Bryden is the daughter of Engineer E. G. Bryden, of this division, and Mr. Hansen is chief clerk to the master mechanic of the Santa Fe, at La Junta. The wedding was attended by Mrs. Bryden of Flora and Mrs. K. S. Pritchett, wife of the trainmaster.

Division Accountant W. S. Hopkins, Garrett, Indiana, located at Flora before the consolidation, paid us a visit while on his vacation. "Hoppy" says that the climate agrees with him; he now weighs 98 pounds with his coat on.

L. R. Ruby departed for Toronto, Ontario, on May 5 to attend the B. of R. T. Convention. He was later joined by Mrs. Ruby and daughter Vera. After the convention was over they visited several places of interest in Canada. Leonard says that no one seems to know Mr. Volstead in Canada.

Edward G. Brydon attended the convention of the B. of L. F. & E. at Houston, Texas, in May. Mr. Brydon, who is an extra engineer on the Springfield District, has been local chairman for several years.

Conductor C. B. Eddings, west end, was confined to his bed, undergoing an operation which caused him to be off duty for about a month. However "Bass" is pretty husky and stood the operation well. He resumed duties on the C7 on the 17th, but because of new passenger runs, he will take the preferred run with Shops layover.

It is rumored that Conductor "Peeky" Wright wants to move again and serious

consideration is being given towards establishing a new terminal in case he runs out of locations.

Conductor A. W. Irwin, while attending the O. R. C. convention at Cleveland, was taken ill suddenly and it was necessary that he be hurried to his home at Flora, where it developed that he had acute erysipelas. He was taken to the hospital where he was in a serious condition for several days. However, we are glad to report that Mr. Irwin has entirely recovered and is again collecting tickets on the Shawneetown run.

Bradford, over at the roundhouse, has removed the awning over the upper lip since he has taken up the drums in the band. Says it interferes with his blowing the snare drum.

Born to General Foreman and Mrs. D. L. Booth, of Flora, on May 28, a baby boy, weighing nine pounds and five ounces. Congratulations are in order. Mrs. Booth was formerly Miss Maragaret O'Haran, of the Car Foreman's Office, East St. Louis.

After selling a party two tickets for Pana, R. M. Allen, first trick operator, Taylorville, learned the party intended to go from Pana to New York via competing line. But by telling them of the service offered by the Baltimore and Ohio, together with the scenery and points of interest to be enjoyed enroute, they purchased two tickets from Taylorville to New York, via our line. Mr. Allen and Mr. McClure, second trick operators, Taylorville, are both wide awake employes of the Baltimore and Ohio, constantly looking out for business for the Company and the interests of the public. Their efforts are commendable.

Did you ever try erasing the addresses written with pencil on large envelopes, form 387-H, thus increasing the life of the envelopes and effecting economy?

Freight Representative C. P. Burrus, Springfield, accompanied by Mrs. Burrus, enjoying his first vacation in his long service with this Company, attended the various functions at Cambridge, Mass., where his son Ray was graduated from the Massachusetts Institute of Technology. While on his vacation Mr. Burrus also attended the wedding of his daughter Mora, at Boston.

Chief Dispatcher's Clerk Charles Chick-adantz had the misfortune to have his leg broken while playing ball at Washington. "Chick" is now confined to his home at Flora, but reports that he is getting rather adept in the use of crutches.

Several of us received some of the fine berries from Trainmaster Pritchett's strawberry farm, located at Farina, Ill. Mr. Pritchett supervised the work of picking and shipping while on his vacation.

Can't someone from East St. Louis, Louisville or Springfield send us some items of interest?

They met on the bridge at midnight, They will never meet again.  
For one was an eastbound heifer,  
The other a westbound train.

#### Motive Power Department

Labor Foreman E. C. Bateman, Locomotive Department, has been off duty for several weeks because of a broken foot.

The carmen at Washington Shops held a picnic at East Side Park on May 25, which was greatly enjoyed by that organization and their families. Two young ladies and a certain work checker are accused of having consumed considerable cake.

John T. Connelly is again on the pay roll, now doing stenographic work in the General Car Foreman's Office.

Twenty-two young ladies from the various offices held a picnic at noon on May 18 on the shop grounds. Sufficient eats were on hand to have fed an additional dozen.

There really isn't any resemblance between "Red" and "Sam," but there is a young lady in the Master Mechanic's Office who can't tell the one from the other. We don't know who should feel worse about it, (possibly the young lady). We don't seem to get any news from Cone. Nobody gets married or goes anywhere. What's the trouble, J. A. Q., you promised to give us something.

#### Something We Would Like to See

CAREFUL CROSSING CAMPAIGN—without an accident on the St. Louis Division

Richard come in and not stop at a certain desk

A clerk in the General Locomotive Foreman's Office

Everybody in a good humor on Monday

#### Sayin's Often Heard in the Office

Chief Clerk—Is Miller in there?

Gib.—Have you got the cards ready?

Leo. J.—Billie, gimme a pencil.

E. B. W.—Joe, tell Mr. Hopper I want to see him.

Dot—Johnnie, tell the boiler inspector to come over.

#### Accounting Department

C. H. Bier and Leo Isenogle have returned from Dallas, having attended the Clerk's Convention there. Everything is quiet on the Potomac now. Division Accountant Summers is back on the job, but wearing "specs." Had the misfortune to get a cinder in his eye while "viewing the landscape" from the back end of one of our banana specials. Result, two days off. The office force presented Mr. and Mrs. Leo Isenogle with a beautiful four piece silver coffee service as a wedding gift. The account of their wedding appeared in a previous issue.

The baseball diamonds are now in use. Every evening sees a close game. How we miss "Zuke's strong right arm—well now, I guess there are some of us who do miss him—three guesses!

Lloyd Ackerman has been assigned to the position temporarily made vacant by Earle Dykins, on leave of absence.

George T. Hoffman is the proud father of a baby girl, Betty Lu. Best wishes to Betty Lu and her mother.

Clyde Catt, chief clerk to the division accountant, Pittsburgh, visited us recently.

A number of the force attended the automobile races at Indianapolis on Decoration Day and all got back whole. Nothing "busted" but their pocketbooks, which, from all indications, were pretty flat.

#### Toledo Division

Correspondent. EDWARD M. MANNIX

#### East Dayton

The letter addressed by Superintendent R. B. Mann to his staff, speaks in the most optimistic terms of our future. He says that the business must stay on our rails, and stay it will, as he urges all to use their utmost efforts to this end. He has proved himself "a live wire," and he wants none but live wires around him. That's the stuff, Chief, that's the stuff!

The writer received an invitation to attend the outing of the Baltimore and Ohio Employes at Chester Park on Saturday May 28. I desire to thank the Committee



and to add that it was just another of those successful events so characteristic of Cincinnati, Ohio.

One of our recently furloughed boiler-makers blew in the other night for a short visit. Looking the picture of health and the future representative of prosperity, he informed the writer that he had secured a very good position in the West, and was drawing down "300.00 per." I didn't get the "per" exactly right, but, I think it was "per-haps."

To use the language of baseball, all of the boys at the East Dayton shops are batting around the 300-mark and under. Captain Gilmore, they are surely making a record. Everybody's hitting the ball!

#### A Picture

Pipefitter Forrest Davis, third shift, with one of those million dollar smiles and a big box of El Verso's. Reason: Heir to the throne. Good luck, Forrest! May he live and prosper.

Just took a little walk around the yard trying to dig up a little news, and this is what I found:—At the depot, Station Master T. J. O'Neill in his usual "Sherlock Holmes" attitude. Harvey Voris looking over his glasses, thinking that he saw something. Yardmaster "Bill" Conway, away over in North Dayton, trying to keep track of the passing trains (impossible)! Kept me busy keeping out of the way; but, I remembered "Safety First" on my news hunting expedition. I just said to myself—"That Baltimore and Ohio is doing *some* business."

President Daniel Willard said on the first page of our May Issue: "We will make Ours the Best Railroad in the world in point of service." Nothing else to it. He is the man who put the "Will" in Willard.

I'm going to have a couple of new correspondents for the August issue. One from Toledo, Ohio, and one from Hamilton, Ohio. Fretty soon I'll have the whole division covered in nice shape; than we can more fully carry out that Neighborly idea—"Among ourselves."

#### But Remember

If you're looking for a rep,  
Just get out and show your pep;  
Everyone to you'll be "hep—"  
Then—"Watch your step."

Just heard it said: "You can't beat those three correspondents of the Toledo Division, McBride, Garrigus and Mannix." Glad somebody is boosting. We get knocks enough—but, then it's the old saying—"Nobody knocks a dead one. Try a San Felice on us!"

There's a special sale on Safety Stock that's only bought with brains,  
It's agents are the Baltimore and Ohio,  
whose men run all their trains.  
The dividends are very large and safe  
returns they pay,  
The bonds are labeled very plain—"Safety every day."

#### Division Accounting Office, Dayton, Ohio

Correspondent, G. M. McBRIDE

"Go to the ant, thou sluggard, consider her ways and be wise."

Some time ago the office was startled by the sound of a miniature locomotive and looked up to see a small boy who had invaded the office with his father. Needless to say his father is an engineer and that he is training his son to have a love for the same line of work which he followed. That boy has heard the call, even as we have; the

shrill, sharp whistle of the locomotive is being heard often now since the business on the Toledo Division has increased to such a great extent. We ought to imbibe some of the enthusiasm and cooperate so far as we are able. It takes the little drops of water to make up the mighty stream. We are the little drops of water, yet each one can lend a hand toward making a prosperous, efficient division.

We are glad to note that one by one our fellow workers are swooping down on us with flivvers. Mr. Maus is the latest of our number to possess one. Just a word of advice, "Billie"—don't go down on Third Street and carry on like Mr. Fenner did—stopping traffic, etc., and then wake up to find that the trouble was "no gasoline," nor yet provide a means of safety, as Stoecklin did, and all at once wake up to find that you cannot spin off in your own machine until the lock is taken off the front wheel.

The new siding, an elevated track, for the City of Troy lighting plant, has been completed and is now in use. This track was started in January, 1921, and completed in May, this year. A concrete trestle was constructed. This is quite an improvement for the City of Troy, since it serves two purposes; that of furnishing fuel for the lighting plant in addition to coal for the proposed coal yard. The intentions are that this coal yard will be operated by the City of Troy for the benefit of its residents.

Keep our "Safety" campaign going. Put stickers on every letter you send to your friends. The campaign lasts until October 1—get your stickers and use them.

The Dayton Union joint tracks from Second Street to Miami Junction, which are joint tracks for all railroads entering Dayton, are being reballasted and new steel laid. This is one of the busiest pieces of track in the United States—55 passenger trains being scheduled over it daily, in addition to freight trains.

The man who knows your name and face your occupation and your race, your desk, your chair, your hat, your shoes, and various other bits of news, is Mr. Hockett—paymaster.

Several of our number attended the annual picnic at Cincinnati on May 27 and reported a good time. Someone has asked why "Gene" didn't get in the tug of war. Were the other fellows too big for you, "Gene?"



Edmund Velten, Jr. whose daddy holds forth in the Division Accountant's Office

Tracks for the Wilson Engineering Company, Jamestown, Ohio, have recently been completed. These consist of coal and delivery tracks. This firm also expects to erect an elevator at an early date. These tracks will net the railroad a nice sum from the fact that this is a wealthy farming community and the Baltimore and Ohio can expect plenty of business.

The accompanying picture is of the son of "Eddie" Velten, motive power timekeeper.

Worth Ralph and W. G. Ball have again taken positions with our Accounting Department. Needless to say, everybody extended them a cordial welcome. From their countenances we judge that they are just as glad to be with us again as we are to have them.

Maintenance of Way Accountant and Mrs. M. F. Beck are contemplating a trip to Rochester, Minnesota in the near future, for the benefit of Mr. Beck's health. We trust that this trip will prove to be beneficial to his health and that he may soon return to us.

#### Lima

Correspondent, RAY GARRIGUS

Switchman Albert Conners is the proud father of a nine pound baby girl. Congratulations, "Al!"

Air Brake Repairman Lorenzo Davis spent a pleasant vacation in Baltimore, Md.

'Tis rumored that Yard Clerk Harry McDonald is to take unto himself a better half and will spend a month honeymooning through the East.

Frank Snyder, veteran switchman, stole a march on the gang. With his happy bride he is spending the honeymoon in New Orleans. Good work, Frank!

Foster Sanders, switchman, is attending the convention of the trainmen at Toronto, Canada. Foster has many friends at Lima and he mailed back many postal cards. Many, I say, about a hundred and fifty. The postman was busy on that day for "Fos" sent them all C. O. D.

Carl Koch, pipefitter, can't be touched with a ten foot pole. Why? It's a ten pound baby boy, of course. Arrived June 4, and has been named James. El Versos, please.

Harry Gunn, boilermaker, bought a new Studebaker and 'tis said he went through the wrong end of the garage the first time he stepped on 'er. Better luck next time, Harry. Put a turntable in that garage.

Crew Caller Leo Finn has been advanced to first trick roundhouse clerk.

"Pete" Slusser, veteran engineer, pilots yard engine 93 around Lima shops. "Pete" is a veteran in the service, having worked for the Baltimore and Ohio continuously for 43 years. He has an enviable record for promptness and regularity on duty. Slusser, Harboldt, Light and Loudon make a crew hard to beat at switching, fish stories and politics.

Say, did you notice the smile that Ticket Agent L. E. Swick is passing across the counter with the tickets? Well, I should say! It's a nine pound baby girl and her name is Gloria. Congratulations!

Yardmaster C. W. Jennings has been absent from duty for some time account of illness. The boys at North Lima will certainly be glad to see him back on the job.

We understand that John Cussick, yard clerk, is to be married sometime in July, although, of course, we have not yet received the official reports. Best wishes, John!





1. A sextette of Railroaders visit Lima  
2. Keith, Vivian and Bernard, children of Passenger Car Repairman Lawrence Lamb

This photograph was taken at Lima shops. Left to right they are: Car Foreman F. Richardson, Newark; District Master Car Builder W. A. Bender, Northwest District; Car Foreman E. L. Hannon, Lima; General Foreman T. C. O'Brien, Lima; General Car Foreman E. H. Mattingly, Chicago Terminals; District Master Car Builder C. M. Hitch, Southwest District.

Miss Katherine Fitzgerald, stenographer, General Foreman's Office, is the owner of a new Ford sedan.

We extend our sincere sympathy to William and Roy Hunt, painters, in the death of their father, John Hunt.

Assistant Passenger Car Foreman William Wendler, Lima Shops, died at his home on May 19. His death was sudden and was due to heart trouble.

Mr. Wendler had attended sessions of Lima Lodge of Odd Fellows and returned home with several friends. They stopped a few minutes before his residence and Mr. Wendler remarked how well he felt. He entered the house.

When the wife arose the next morning she found the lights still burning and her husband's body lying on the floor of the dining room.

Mr. Wendler was born in Germany, on May 2, 1860. He came to America when about 12 years old, entering the service of what is now the Baltimore and Ohio in September, 1883 as a freight car repairer at Lima. He was advanced from freight car repairman to passenger car repairman in 1889, and to coach foreman in 1907. He held this position until 1916, when the Lima coach shop was destroyed by fire. When the coach shop was rebuilt, Mr. Wendler was made assistant passenger car foreman, which position he held at the time of his death.

A thorough and efficient passenger car man, he knew the passenger equipment of the railroad as few others knew it. He gave

the best that was in him always and in his passing the Passenger Car Department lost a valuable man.

Mr. Wendler was an active member of the I. O. O. F. lodge and the Veterans' Association.

The funeral was held in the First Reformed Church on May 21, at 2 o'clock. Rev. T. W. Hoernemann, pastor, conducted the services. The floral tributes were numerous and beautiful.

Interment was made at Woodlawn Cemetery, two hundred shopmen attending in a body.

Here is a picture of Keith, Vivian and Bernard, children of Passenger Car Repairer Lawrence Lamb.

### Sandy Valley & Elkhorn R. R.

Correspondent, H. L. GRAHAM  
Telephone Maintainer

The two year re-examination of men in the Kentucky District on train rules commenced on June 6 and is progressing nicely on the L. F., M. C., and S. V. & E. Branches.

The Kentucky District has established an exceptional loading record during the past few months. During the month of May there were loaded on the S. V. & E. R. R., 3655 cars of coal. On the L. F. branch 2171 cars were loaded, making a grand total of 5826 cars for the Kentucky District during May. This number of cars surpasses by several hundred the loading record for the district during any previous month, despite the fact that the Miller's Creek branch has not loaded a car of coal since the beginning of the coal strike on April 1. This means increased business for the Baltimore and Ohio main lines as all of this business from this district is routed via Baltimore and Ohio beyond Cincinnati.

On the night of June 4 the mountain streams of eastern Kentucky were suddenly swollen to several times normal size by a

cloudburst. This unusual rush of water did considerable damage on the Clear Creek branch of the L. F. R. R., washing entirely away eight of the fourteen wooden bridges and dislodging several bents under the remaining six. About 2000 feet of fill and ballast along this branch was also washed away, leaving ties and rails suspended. Our division engineer, Mr. White, with the railroad ditcher in charge of THE ONLY DITCHER ENGINEER, "Shorty" Beck, expects to have this branch of the L. F. R. R., again in operation within a few days.

On June 1 one additional passenger train a day, each way, was installed on the L. F. R. R., and its branches. This new train is made up entirely of new equipment in charge of Conductor Fred Ludwick; it will be pulled by engine No. 1399 with our old reliable engineer, John R. Boggs, at the throttle. This new service is greatly appreciated by our many patrons as it enables them to make the trip, either way, between all points on the L. F. R. R., and Cincinnati or Huntington.

District Superintendent H. R. Laughlin has recently been informed that the Kentucky District is to be furnished with a nice equipment of shop machines which he will have installed at Jenkins, Ky. When this installation has been completed, Mr. Laughlin will take care of all necessary repairs above class 2 on all locomotives on the S. V. & E., L. F., and M. C. branches, thereby enabling the Kentucky lines to effect a big saving in locomotive maintenance.

On Sunday, May 21, we operated over the S. V. & E., an honest to goodness baseball special, handling the Wolf Pit baseball team and six hundred of their staunch supporters, to Jenkins, where all claim to have had wonderful time regardless of fact that they lost both games, the first, 2 to 1, and the second, 3 to 2.

Again on Sunday, June 4, another baseball special was operated over S. V. & E., this time from Edgewater to Jenkins. The Edgewater team and "fans" were equally as sure of victory over Jenkins as were the Wolf Pit citizens, but we are sorry to say that many of Edgewater's supporters had to borrow train fare to get home. Edgewater lost the first game 4 to 2, and the second, 6 to 5. This leaves the Jenkins nine undefeated so far this year, a fact which makes Manager H. R. Laughlin and us "fans" justly proud. Arrangements are now being made for a baseball special from Ashland, Ky., to Jenkins, during the latter part of July. This will bring together two ball clubs that have not suffered defeat so far this year.

The many friends of the famous short stop A. R. Hunter, better known as "McGaffigan," will be pleased to learn of his promotion from stenographer to Chief Clerk, Kentucky District, to the position of chief clerk to Assistant Division Engineer W. P. Abbott, the Cincinnati offices. Mr. Hunter has been stenographer to Chief Clerk Gatwood at Jenkins for the past two years. We are glad of Mr. Hunter's good fortune, although we are sorry to lose his companionship.

District Superintendent Laughlin has just received information from the Villa Madonna Academy, Covington, Ky., that his daughter, Miss Rose Alice Laughlin, has been awarded the sophomore scholarship medal, having attained in her examinations the highest average of any of the ninety-three scholars enrolled at the school. Miss Laughlin expects to return home this month for her vacation but will return to Covington early in September to begin her junior year.



## Pensioners Roll of Honor

(Continued from page 29)

### George W. McKensie

George W. McKensie, pensioned section foreman, Cumberland Division, was born on February 22, 1857, at Rawlings, Md. He entered the service of the Baltimore and Ohio on April 15, 1877, as trackman, Twenty-first Bridge, just east of Keyser.

In January, 1883 he was promoted to section foreman, Section 29, Brady, Md., remaining in this position until he was retired.

### John T. Cissell

John T. Cissell, pensioned machine operator, was born in Martin County, Indiana, on November 11, 1854. His parents were Robert and Harriett (Bramble) Cissell, from near Mt. Pleasant, Indiana.

After attending the public schools for about 12 years, Mr. Cissell obtained employment on a farm, where he remained until July, 1892, when he came to the Baltimore and Ohio as laborer, Washington, Indiana. In 1903 he was made nut tapper; in 1906, bolt cutter; in 1911, machine shop hand; in 1916, machine operator, which position he held until the time of his retirement.

Mr. Cissell married Miss Julia McBride in 1889. They have five children.

### John Hession

John Hession, pensioned engineer, 54 years' service, was born in County Galway, Ireland, in 1854.

He began his service with the Baltimore and Ohio on April 4, 1868, as laborer, Cumberland Division. On September 10, 1870 he was made hostler, and in 1884 he was promoted to engineer, shop engine; during the next year he became yard engineer. He was pensioned in May, this year. His retirement was due to failing eyesight, brought on by a cataract on his eye.

Mr. Hession was a loyal railroader, popular among his fellows, and one who paid close attention to his work. In 1879 he was married to Miss Mary McMahan. To this union ten children were born, six sons and four daughters, all of whom are living except one daughter, Alice, who died several years ago.

Mr. Hession always loved his work and it is with reluctance that he "steps down." May the closing years of his life be years of rest and happiness.

### Michael C. J. Dugan

Michael C. J. Dugan, pensioned boiler-maker, Keyser, W. Va., was born on October 16, 1855. He entered the service of the Baltimore and Ohio as water boy, Road Department, in 1869. On June 1, 1870 he entered the Machine Department under Master Mechanic A. J. Cromwell, Piedmont, W. Va. In 1872 he was promoted to boiler-

maker. He moved to Keyser in 1875, when he entered the new shop under S. A. Silves. In June, 1880 he moved to Cumberland. In 1896 he was furloughed. He re-entered the service in the Road Department in 1897; was later transferred to the Car Department at Keyser, but was recalled to Cumberland in 1898 as boiler-maker. He returned to Keyser in 1904 and remained in the position of boiler-maker until the time of his retirement.

### Jacob P. Jefferys

Jacob P. Jefferys was born on February 20, 1857, near Tunnelton, W. Va. He spent his boyhood days attending a rural school in that vicinity, and later spent several years in farm work at his home.

In 1890 he moved to Grafton, W. Va., and entered the service of the Baltimore and Ohio as truckman, Freight Department. In 1884 he was made checkman, and in 1902, tallyman. He remained in this service until his recent retirement, at the completion of 32 years with the Baltimore and Ohio.

### Robert T. Harris

Robert T. Harris, pensioned boiler-maker, was born at Black Walnut Post Office, Virginia, on June 6, 1857. For four years he worked in a country store at Barksdale Depot. In 1882 he moved to Baltimore where he entered the service of the Company as helper, Mt. Clare. In 1888 he was made riveter, and in 1902, boiler-maker. He has been on relief because of illness since September 6, 1910. He was pensioned in June, this year.

### Charles W. Thayer

*Note: Mr. Thayer's photograph appeared in the June issue of the Magazine, but through an error, the write-up of his life was omitted.*

Charles W. Thayer was born on March 11, 1857, at Terra Alta, W. Va. Here his father was engaged in the hotel business. Several years later his parents moved to Walkers, W. Va. Here Mr. Thayer attended school for about ten years. His father owned and operated a small farm where Mr. Thayer worked during his early boyhood. In 1880 he entered the service of the Baltimore and Ohio as a brakeman. He continued in that capacity until 1885 when he was transferred to the Maintenance of Way Department. One year later, he was again transferred to Rowlesburg, W. Va., as a pumper, where he worked for about 19 years. About 1905 Mr. Thayer moved to Cumberland where he continued working for the Company as a pipeman until his retirement. Mr. Thayer married Miss Ella Wheeler in 1886. They have three children—two sons, one working as a clerk in the Post-office Department at Cumberland, and one as a truck driver, working in Washington, and one daughter, a school teacher, working in Cumberland. Mr. and Mrs. Thayer now reside at 58 Baltimore Avenue, Cumberland, Md.

## Our Watch Inspectors

(Continued from page 40)

- Mr. W. R. McFadden,  
419 Summit Street,  
Toledo, Ohio.
- Judd-Cross-Jordon Company,  
231 Summit Street,  
Toledo, Ohio.
- Mr. H. L. Wehrly,  
Garrett, Ind.
- Mr. A. Hunt,  
9009 Commercial Avenue,  
South Chicago, Ill.
- Messrs. A. Thalhofoe & Son,  
104 W. Van Buren Street,  
Chicago, Ill.
- Mr. Benjamin Busch,  
9216 Cottage Grove Avenue,  
Chicago, Ill.
- Mr. J. W. Tufts,  
Loveland, Ohio.
- Mr. H. G. Reed,  
Blanchester, Ohio.
- Messrs. Hein and Haynes,  
Chillicothe, Ohio.
- Benjamin & Co.,  
Wellston, Ohio.
- Mr. A. Zoellner,  
Portsmouth, Ohio.
- D. C. Cornwell Co.,  
Athens, Ohio.
- Mr. W. A. Beer,  
Milan, Ind.
- Mr. H. E. Barth,  
North Vernon, Ind.
- R. G. Tafel and Son Co.,  
122 W. Market Street,  
Louisville, Ky.
- Mr. J. G. Laupus,  
Seymour, Ind.
- Mr. C. C. Hawkins,  
Mitchell, Ind.
- Mr. Fred Baehr,  
1403 Market Street,  
St. Louis, Mo.
- Mr. R. P. Wiggins,  
7 N. 18th Street,  
St. Louis, Mo.
- Mr. Otto Rink,  
Carlyle, Ill.
- Zerwick Jewelry Co.,  
211 Collinsville Avenue,  
East St. Louis, Mo.
- Mr. J. W. Gibson,  
Flora, Ill.
- Mr. C. M. Ivy,  
Lawrenceville, Ill.
- Wagner Jewelry Co.,  
325 Main Street,  
Vincennes, Ind.
- Jepson Jewelry Co.,  
K. C. Building,  
Washington, Ind.
- Mr. W. C. Hall,  
225 S. 6th Street,  
Springfield, Ill.
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159 Smith Street,  
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- Mr. R. H. Humphrey,  
Sutton, W. Va.
- Mr. E. Kessler,  
Richwood, W. Va.
- Mr. G. F. Frazee,  
Confluence, Pa.
- Mr. G. A. Weakly,  
2 Arcade Annex,  
Newark, Ohio.
- Mr. C. H. Woolford,  
Gassaway, W. Va.



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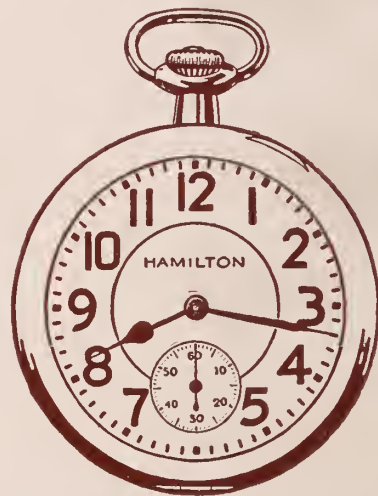
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# Baltimore *and* Ohio Magazine



August 1922



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Used as a Double Boiler. Cooks cereals, no scorching. Steams vegetables in top. Kettle Cover made of thick aluminum.



When used as Casserole ideal for baking apples, beans, escaloped potatoes, macaroni, etc.



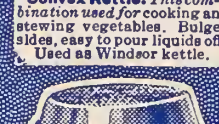
When used as Preserving Kettle distributes heat evenly. Not necessary to stir the contents.



Corn Popper. This combination is what you want for special things—corn popping, crisping corn flakes, roasting coffee, etc.



Combination Cooker. Used this way for general purposes not so well filled by any other utensil. Ears of kettle hold upright or lowered position.



Self-Basting Roaster. When used this way makes juicy, well browned roasts. A perfect self-baster. Steam condenses on cover and drips back.



Used this way is a Steamer Set. For steaming potatoes or corn on cob. Perforated bottom makes uniform cooking.



Corn Popper. This combination is what you want for special things—corn popping, crisping corn flakes, roasting coffee, etc.



Combination Cooker. Used this way for general purposes not so well filled by any other utensil. Ears of kettle hold upright or lowered position.



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Used this way is a Steamer Set. For steaming potatoes or corn on cob. Perforated bottom makes uniform cooking.



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Used this way for Tubed Cake Pan. Removable tube. Cakes taken out easily without breaking.

A complete cooking set in this wonderful combination. Send only the coupon and we ship the set, all charges prepaid. Try it 30 days on free trial, and then if not just what you want, pay nothing and send it back and we'll pay the return postage charges. If you keep it, pay bargain price at the end of 30 days' free trial and it is yours. Mail coupon today.

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5 Pieces, Make 11 Utensil Combinations

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| Preserving Kettle    | Double Boiler        | Convex Kettle |
| Combination Cooker   | Strainer or Colander | Steamer Set   |
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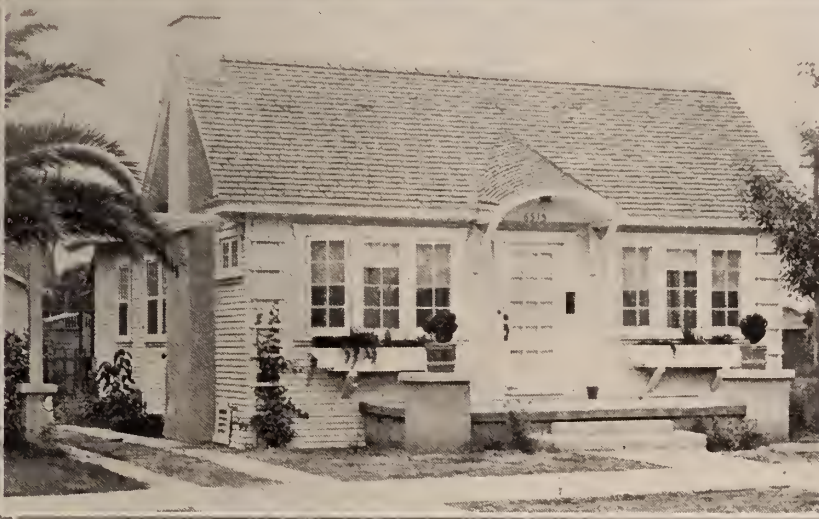
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R. F. D.....Box No.....  
Town.....State.....  
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Volume 10

Baltimore, August, 1922

Number 4

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 37,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



# PATENTS

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## A Matter of Form

Tourist (in village notion store)—  
 Whaddya got in the shape of motor car  
 tires?

Saleslady—Funeral wreaths, life pre-  
 servers, invalid cushions and doughnuts.  
 —*Life*.

## Hot Weather Poetry—or Something

A peanut sat on the railroad track,  
 It's heart was all a-flutter;  
 The 3-45 came thundering past—  
 Toot! Toot! peanut butter!

—*The News*.

## En Route

"Mose, what would you do if you re-  
 ceived a letter from the Ku Klux Klan?"  
 a local Negro was asked.

"Well, sah, I'd read it on a train," replied  
 Mose.—*Atchison Globe*.

"Do you drink?"

"No."

"Then hold this quart while I tie my  
 shoe string."—*Railroad Red Book*.

## Such an Odd World.

In Chicago they tell of a fascinating  
 young married woman who, in the absence  
 of her husband, received much attention  
 from an old admirer. One evening the  
 latter ventured to become reminiscent.

"Ah," he sighed. "If only you had  
 married me instead of Babcock."

"Then I should have been with Mr.  
 Babcock at this very moment instead of  
 with you," answered the fascinating one.  
 "How strangely things turn out!"

—*American Legion Weekly*.

## Wifie to the Rescue

Young Doctor—"My Jove! Mary, this  
 sitting around waiting for a practise is  
 getting on my nerves."

Doctor's Wife—"Couldn't we invite the  
 neighbors to dinner and give them some-  
 thing that would disagree with them?"

—*London Opinion*.



## AGENTS

**Large Shirt Manufacturer**  
 wants agents to sell complete line of  
 shirts, direct to wearer. Advertised  
 brand. Exclusive patterns. No capi-  
 tal or experience required. Big  
 values. Entirely new proposition.  
 Write for free samples  
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## Coming Through with Rye

Should a body greet a body  
 With a bit o' rye,  
 Should that body gie the body  
 Muckle o' the rye,  
 Should the body kiss the body,  
 While the spirit's high;  
 Why should that body ask the body  
 Where he got the rye?  
 —*Railroad Red Book*.

## Reassuring

Six-year-old Dora returned unusually  
 early from school the other day. She rang  
 the door bell. There was no answer. She  
 rang again, a little longer. Still there was  
 no response. A third time she pressed the  
 button, long and hard. Nobody came to  
 the door, and she pressed her nose against  
 the window pane and in a shrill voice,  
 which caught the ears of every neighbor,  
 called:

"It's all right, mamma, I'm not the  
 installment man."

—*Weekly Telegraph* (London).

## A Word for Father

"Dear God," prayed golden-haired Willie,  
 "please watch over my mamma."

And then he added as an afterthought.  
 "And I dunno as it would do any harm  
 to keep an eye on the old man, too."

—*The Leatherneck*, Washington.

A colored recruit who had been placed  
 on sentry duty was accosted by a corporal  
 who asked if the sentry had seen anything  
 of the captain.

"Ah ain't seen no cap'n," said the recruit.  
 After a little while the corporal passed  
 that way again and repeated the inquiry.

The sentry had still not seen the captain.  
 Presently, however, the captain appeared.

"Ain't you the cap'n?" asked the sentry.  
 The other replied that he was.

"Well, you all is gonna get it! That  
 co'pral is been lookin' high en low fo'  
 you," the sentry exclaimed.—*Ex*.

WHERE'ER THE  
 BALTIMORE AND OHIO

MAY GO, YOU  
 ARE SURE TO FIND,  
 SAN FELICE

AND

EL VERSO

+++

The Deisel-Wemmer Co.,  
 Lima, Ohio  
 Cigar Manufacturers

## To Horse!

Young Son: Papa, now that you've  
 bought sister a piano, couldn't you buy me  
 a pony?

Father: What for, my child?  
 Son: So I can go out for a ride when she  
 is learning to play.—*Der Brummer* (Berlin).

Two soldiers foraging for a meal behind  
 the lines in France caught a stray hen.  
 Pat was about to wring its neck, saying,  
 "What luck; now we'll have a fine supper."

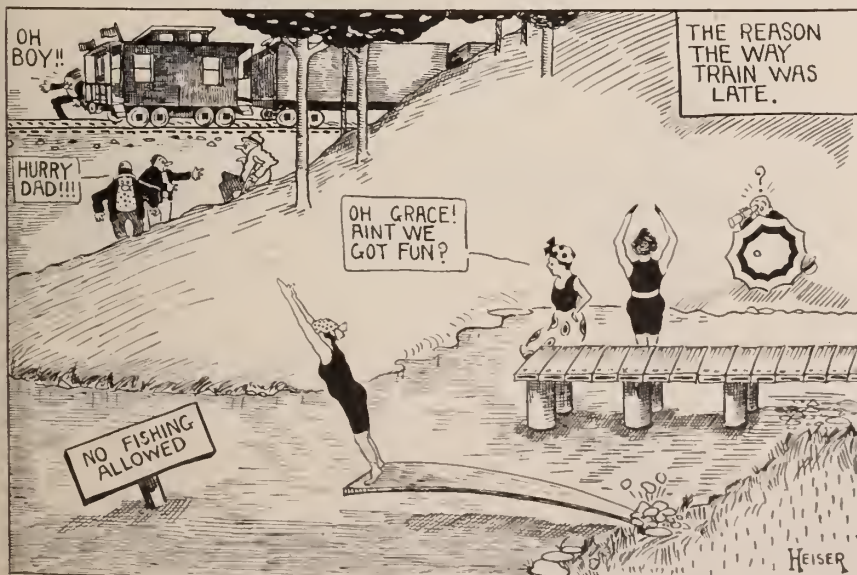
"Nae! Nae!" said Sandy, "Dinna kill it  
 yet, mon—keep it for breakfast—it might  
 lay an egg."—*The Beaver*.

A Scotchman went to his doctor com-  
 plaining of loss of appetite. The doctor  
 advised him to exercise more; take his horse  
 out of the stable and ride ten or fifteen  
 miles a day—then he would come back  
 ravenously hungry.

Andy considered a moment, then said,  
 "Aye, but wadna some ither exercise dae.  
 What about the horse's appetite?"  
 —*The Beaver*.

In a case tried in a Western court a  
 stonemason was called to describe the way  
 in which he had been assaulted by the de-  
 fendant. "He walked right into me,"  
 the witness said, "and slammed me against  
 one of my own tombstones."

"Were you hurt?" inquired the court.  
 "Was I hurt, judge! Why, I've got  
 'Sacred to the Memory of' stamped all the  
 way down my back!"—*Country Gentleman*.





## The Pay-Car

By James Edward Hungerford

Illustrated by Robert L. Heiser

An engine is ever a source of attraction;  
 A day coach is full of appeal to the eye;  
 The sight of a Pullman affords satisfaction—  
 A thing of rare beauty and comfort, say I;  
 Of praise the express car's deserving its measure;  
 The diner's a marvel, it's way above far,  
 But somehow there's none of e'm gives us the pleasure,  
 That thrills at the sight of the Paymaster's car!

We watch for its coming each month with elation,  
 And hail its approach with a feeling of pride;  
 We greet it with joy when it stops at our station,  
 And give it a welcome we'd tender a bride.  
 The Paymaster's car! How it makes us all hustle  
 From roundhouse and depot and section and yard,  
 To draw for the work of our brain and our muscle,  
 The dollars we've rustled for almighty hard!

There's bills rolling in from the butcher and baker;  
 The grocer is asking for money that's due;  
 The wife's got a call to go see a dressmaker;  
 And maybe we're booked for some articles, too;  
 The boy has to visit the shoeman and hatter;  
 The girl has some gew-gaws and trifles to get,  
 Perhaps we're some short, but then what does it matter—  
 The pay-car is comin'—there's no need to fret!





# BALTIMORE AND OHIO MAGAZINE

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## How It Feels to Have a Boss

By the Honorable John J. Cornwell  
General Counsel

(Editorial Note)—At the June 20th meeting of the Board of Directors of the Baltimore and Ohio the Honorable John J. Cornwell, former governor of West Virginia, was elected General Counsel of the Company, succeeding the late Hugh L. Bond, Jr. A full account of the career of Mr. Cornwell was given in the December, 1920 issue of the Magazine on the occasion of his election as a director of the Baltimore and Ohio. It told of the small farm of his father, a Confederate veteran, in Hampshire County, West Virginia; of his birth in Ritchie County on July 11, 1867; of the sale he made when a lad of fifteen in Cumberland of one of the first baskets of improved peaches to be raised in Hampshire County, and of his purchase with the money thus secured of the two book classics "Plutarch's Lives" and "Creasy's Fifteen Decisive Battles of the World."

Trained in the arduous toil of the farmer lad, he was able at the age of seventeen to handle a track-hand's job at ninety cents a day on the Baltimore and Ohio. His next regular job paid \$1.00 a day and took him into the woods to peel bark for tanning purposes. School teacher at seventeen and a lumberman during vacations, he managed to increase his store of learning by a short term at Shepherd's College, Shepherdstown, West Virginia. He was school principal at Romney at the age of twenty. Three years later he and his brother bought the Hampshire Review, a weekly newspaper which has

been under his control ever since. While running this paper he studied law, was admitted to the West Virginia bar in 1894, and began to practice. In 1900 he and his brother began the building of the Hampshire Southern Railroad, now a part of the Baltimore and Ohio. From 1899 to 1907 he was a member of the West Virginia State Senate and was Democratic nominee for governor of West Virginia in 1904, and although not elected, ran 26,000 votes ahead of the national Democratic ticket.

From 1906 to 1916 he practiced law and developed private business enterprises. In 1916, upon a state-wide demand from his party, he became candidate for governor and was the only Democrat elected. His period of office was notable for much constructive legislation.

Shortly after Mr. Cornwell took up his new work for our Railroad in Baltimore in July, the writer, knowing him to be a newspaper man who appreciates the value of good copy, as well as a most interesting figure in political and business life, asked him if he would consent to an interview. And the subject of this article was suggested as an appropriate one for Mr. Cornwell to talk on because, as general counsel for the Baltimore and Ohio, he is, for the first time since his earliest working days, amenable to the business policies of an organization of which he is not the chief.

His reply as given in the interview, in substance, was as follows:

IT is quite a coincidence that the subject suggested for this interview is one which was for some time uppermost in my mind after the tender of the position of general counsel of the Baltimore and Ohio came to me. Although every man, in no matter what position in life, is dependent upon the good will of those he represents, whether it be in the capacity of attorney, orchardman, school teacher, railroad builder, governor or what not, it is a fact, nevertheless, that during most of my life I have, so to speak, "sat at the head of the table." This has perhaps been due to force of circumstances, which every thinking man knows plays a large part in the lives of most of us. It just happens in my case, however, that as editor and owner of a country

newspaper, lawyer, farmer and governor, it was but fitting that I should form opinions and enunciate policies which were my own.

Fortunately your question, "How does it feel to have a boss?" so far as I am concerned—has already been answered. I refer to the farewell editorial which I wrote for my newspaper, the Hampshire Review, on the day I was severing my active connection with it to take up my work as the general counsel of the Baltimore and Ohio. And particularly do I refer to the paragraphs addressed in an intimate way to the readers of the paper, so many of whom have been personal friends of mine for years, as follows:

"And now a word of explanation to those near friends, who

will, a few at least, regret I have taken this step. It is not prompted by hope of greater monetary reward. The fact is that after grappling for four years with big and interesting problems, it is hard to content myself with the smaller and less interesting things of the small town. Then the associations appeal to me. I have never known finer men than Daniel Willard, president of the Baltimore and Ohio Railroad Company, and those whom he has gathered around him in the management of the property—his staff. I believe I can work with them, having confidence in them and I could not resist the invitation to become a member of that staff



"The Baltimore and Ohio Railroad is the biggest single institution in West Virginia. It employs more men, pays more wages, serves more people and pays the most taxes. I have no apology to offer for becoming a part of its organization, but if a time should ever come when I cannot, conscientiously, serve it, or those in charge do not find me as useful as they now think I may be, I will, of course, sever my relations with the Company and hope, under such circumstances, to again become actively connected as editor with The Review which, for nearly thirty-two years, has been a part of my very life."

That little message to the men and women who have been reading, some of them for over thirty years, my editorials in the Hampshire Review, tells pretty well how I felt about accepting a position with the Baltimore and Ohio. It was not intended for the eyes of Baltimore and Ohio people and yet I am glad that it is being brought to their attention in this

way because I believe that if a man stands for something he ought to be willing to get up in meeting and say so.

Certainly it seems to me that the degree of pleasure and profit a man gets out of his work depends principally upon the extent to which he believes in the business he is working for, the way it is managed and the men who manage it. And here the employes of the Baltimore and Ohio are especially fortunate.

A good deal of water has flowed over the railroad dam since I began work as a trackman for our railroad in 1884. Practically the whole principle and practice of government control of railroads in this country has been evolved since that time. Practically the whole growth of trade unionism here, and especially on the railroads, has taken place during that period. And I am not expressing my own opinion alone, but that of other men of experience, both in the railroad business and in other lines of industry, when I say that there is no railroad in the United States which has shown itself more anxious to fall



Hon. John J. Cornwell, General Counsel

*A tall, erect, white-haired, smoothly shaven man, who gives an impression of great physical power and youthfulness of body; one who looks a stranger straight in the face with a pair of friendly, yet penetrating, dark brown eyes and who extends his hand with genuine warmth of greeting—that's former Gov. John J. Cornwell, of West Virginia, who was elected general counsel of the Baltimore and Ohio Railroad last week. He has just taken charge of his offices in the Baltimore and Ohio Central Building.*

*There is no aloofness about the Governor. He's a solid figure of a man who clearly weighs enough to keep his feet solidly on the earth—probably upward of 180 pounds distributed over six feet of height. His outlines are those of an athlete. His face, the features generously sketched, is tanned brown. He has been a hunter and a fisherman, rather than a golf player, fond of spending days in the open, cooking his meals over a fire of twigs and sleeping on pine boughs, either in West Virginia or in Colorado. And he shows it.—Baltimore Sun.*

into line with the new ideals of public service associated with the transportation business, more amenable to the spirit of the times as expressed in the quasi-control of such governmental bodies as the Interstate Commerce Commission and the Railway Labor Board, more willing to recognize the right of employes to organize themselves into trade bodies and to meet with the representatives of these bodies in free and frank discussions, calculated to bring about the best results possible for all concerned, than has been the Baltimore and Ohio during the recent twelve year period of its present leadership.

As illustrations of this I merely mention the well-known practice of the Baltimore and Ohio to co-operate to the fullest extent in helping such bodies as the Interstate Commerce Commission, and the "good neighbor" pronouncement made by Mr. Willard in 1916, which is the best definition I know of what a public service organization should be toward the people it serves.

With this general recognition of the progressive and sympathetic way in which the Baltimore and Ohio keeps step with the times, through the attitude of its president, there must come seeping down through all the ranks of the organization the same kind of a spirit. It is itself manifested in a thousand different ways: in the way you, Mr. Clerk, answer the telephone inquiry of a perplexed shipper; you, Mr. Officer, practice the spirit of fair dealing and proper appreciation toward your men; you, Mr. Ticket Clerk, in answering the sometimes tiresome inquiries of the passengers who step up to your window; you, Mr. Yardmaster, in the extra service you can offer to the industries which have sidings along your section of the yard; you, Mr. Engineer, in the care with which you handle your train; you, Mr. Conductor, in the happiness which you can spread by courtesy and friendly and helpful dealing with the people who come into your charge.

With such leadership it should be, and I believe is, a natural thing for



practically every person in the great Baltimore and Ohio family to feel this way toward his or her job. It is certainly the reason why I am glad to be associated with the organization and to the best of my ability to carry out its policies.

## Treating Water for Locomotives

By C. P. Van Gundy

Water Engineer

THE importance of water supply and the prominent part it plays in railroad operation have not always been recognized. In recent years, however, more attention has been given the subject, and, as the Baltimore and Ohio is making a special study of conditions, especially in connection with locomotive water supply, the following outline will be found interesting.

The total consumption of water on the Baltimore and Ohio is about 50,000,000 gallons per day, nearly 30,000,000 gallons being used on locomotives. As we maintain more than 400 water stations, so that the water may be delivered where needed, the difficulty of providing a satisfactory supply at all times and places will be appreciated.

In addition to furnishing an adequate supply at the various stations, it is also necessary to furnish the best water possible for locomotive use, as much damage follows the use of bad water. The following cases illustrate this:

Recently, when engine 4195 was brought to Mt. Clare Shops for repairs, 11,000 pounds of scale and mud were removed from the boiler, and the firebox sheets were fire cracked around the staybolts and gave evidence of being mud burned as the result of this accumulation. This is not an unusual trouble, especially in the middle west, and every precaution should be taken to prevent it.

About 18 months ago the Mallet helpers at Hardman, W. Va., began to leak. As it was very unusual to have this trouble at this season of the year, the cause was more or less of a mystery. Investigation developed that the drainage from a coal mine located on top of the hill at Newburg, W. Va., had been turned into a small stream which feeds the reservoir, thus making the water acid. As a result of using this water many flues became pitted and one particular engine had to have a number of flues renewed after but 28 days' service.

About the same time, a well at Curtis Bay from which we had been getting good water, failed, and we were forced to get our supply for a time from other wells, which were con-

taminated by salt water from the bay. Much damage was done to the locomotives and to the power plant boilers at the coal pier which used this water. Many flues in the power plant boilers had to be replaced, and engine No. 377, which operated in that territory, recently was in shop and it was found necessary to renew the firebox, although it was but three years old.

### The Three Bad Water Types

These instances not only illustrate the serious character of the damage that may result from the use of bad water, but show also the three types of water which may be expected to give us trouble. These are:

First. Those carrying scale forming solids which prevail in the middle west and in the limestone districts of western Maryland and eastern West Virginia.

Second. The acid waters such as we find in the coal mining regions of West Virginia and Pennsylvania.

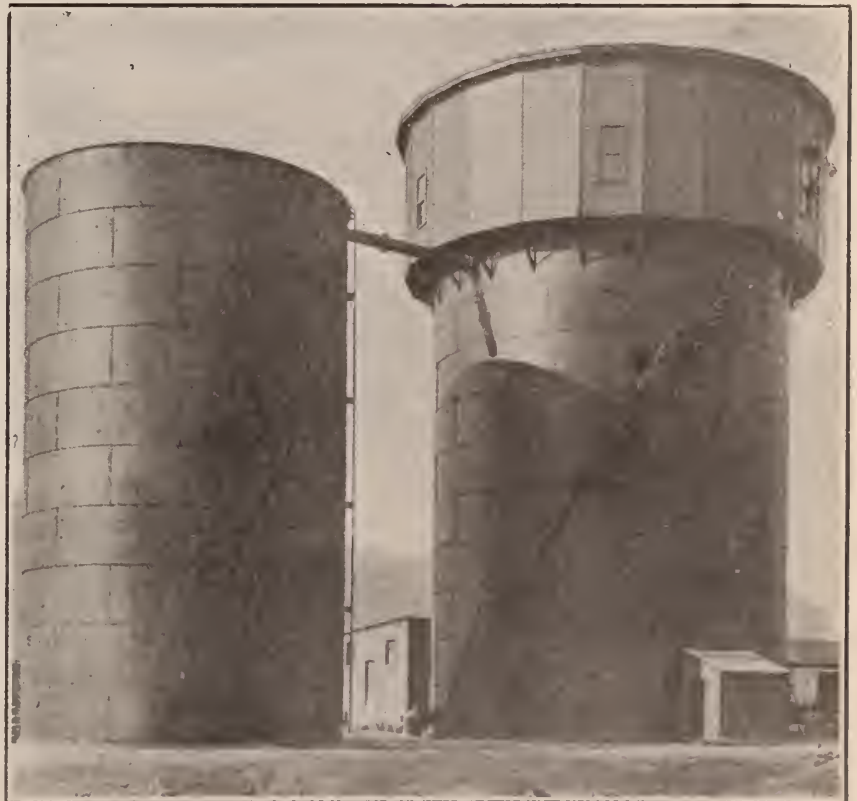
Third. The type of water found in

deep wells inland and more often along the coast where sea water filters into them.

The photographs further illustrate this, those at the bottom of page 8 showing scale formation resulting from the use of hard water. The thickness of the small curved piece in the center is  $\frac{1}{2}$ -inch, from which the size of the others can be judged. In the strip above, the small pipes are two inch feed water pipes, almost closed with scale. The large piece is from a four inch water line carrying improperly treated water. Pictures 1 and 2 illustrate corrosion, the tubes being pitted by using acid water, while the bolts were eaten by salt water.

The scale formers constitute the largest class, the impurities consisting, for the most part, of salts of lime and magnesia. When the water is evaporated, these salts remain and either form a sludge in the boiler or deposit as scale on the tubes, sheets and bolts. This sludge, together with the mud, causes foaming and must be washed out frequently. These deposits interfere with the efficient operation of the boilers, increasing the amount of fuel used, shortening the life of sheets and tubes, and causing leaks. At times, also, feed pipes become stopped up and injectors heavily encrusted.

While the territory in which acid waters are found is not as large as that of the scale formers, they present a serious source of danger. The action of the acid is very rapid and results in



Water Treating Plant at Emblem, Pa.



grooved and pitted sheets and flues, weakened staybolts and the rapid retiring from service of the locomotives using them.

Waters of the third type are only met with occasionally on this road and their action is about the same as that of the acid waters. Our principal experience with them has been at Curtis Bay and on Staten Island, where wells have become contaminated with sea water.

In addition to the above we sometimes have corrosion as a result of gases in the water. Also some sources of supply, which in other respects are of good quality, carry in time of

freshets, large quantities of mud which place them temporarily in the first class.

**Natural Supply of Good Water Decreasing**

It is becoming more difficult every year to get good natural supplies of water, as the removal of the forests from the hills and the drainage of the lowlands leave little water in reserve, while the increasing amount of pollution dumped into the rivers often makes them undesirable sources. Further, the level of the ground water is constantly lowering so that wells must be sunk deeper than a few years ago, the quality of the water, at the

same time, becoming worse. The quality of the water also changes from season to season, sometimes quite rapidly, being worse generally in the fall.

**Making Good Water out of Bad**

Running as we do from the Atlantic Ocean to the Mississippi River, it is impossible to get good natural water at all points. The next best thing to do is to treat it for the removal of mud and scale forming solids and to prevent corrosion. Several methods and many different chemicals have been tried to protect the boilers from the effects of these impurities, the first



1 Boiler Flue, a dozen bolts and a tee Corroded by acid water

2 Boiler flues corroded by salt water

4 INCH PIPE LINE AND 2 INCH FEED WATER PIPES

Boiler Scale

The damage done by bad water, often in an incredibly short time, can be seen by the size of the scales and the depth of the corrossions shown here



attempt being the addition of various materials to the boilers. This has become an extensive practice, all sorts of compounds being sold for the purpose.

**Treating Water is Best Method**

The best method however, and the one being generally adopted, consists in treating the water with the necessary chemicals, allowing the impurities to settle out, sludging them off and delivering the clear water to the locomotives. Lime and soda ash are the chemicals mostly used for this purpose and *the main thing is to add them in the exact proportion necessary and to allow sufficient time for settling.* This is best accomplished in special treating plants.

**Treating Plants on Baltimore and Ohio**

We have nine special plants in operation with others in prospect. The oldest are those at Emblem and Glenwood, Pa., erected in 1905. The latter has a capacity of 100,000 gallons per hour and is the largest railroad water softener in the country. In these plants we treat the acid waters of the Youghiogheny and Monongahela Rivers and we have maintained our locomotive service in this district much better since they were installed. In fact, it would be almost impossible to operate in the dry season if we used the water from these rivers without treatment.

We have special treating plants also at East Side, Philadelphia, Pa., where the filthy water of the Schuylkill River is treated, and at Fairmont, W. Va., and Benwood, W. Va., where water from the Monongahela and Ohio Rivers is supplied. There are also plants in the west, where hard waters are treated, namely Cincinnati, Garrett, Chillicothe and Harvey Junction. In addition to these we

**Table One**

Incrusting Solids	Grains per Gallon	
	Before	After
Calcium carbonate.....	12.70	2.53
Calcium sulphate.....	1.84	.....
Magnesium carbonate.....	.96	2.01
Magnesium sulphate.....	10.32	None
Silica and oxides.....	1.05	.59
Suspended matter.....	.57	.26
Total incrusting solids.....	27.44	5.39
<b>Non-Incrusting Solids</b>		
Sodium carbonate.....	None	2.79
Sodium sulphate.....	3.77	17.88
Sodium chloride.....	2.43	4.24
Total non-incrusting solids.....	6.20	24.91
Total solids.....	33.64	30.30

**Table Two**

	Before	After	Reduction
Arch tubes renewed at East Chicago.....	57	26	54.4%
Broken and leaky staybolts renewed at East Chicago.....	1592	466	58.1%
Burst or collapsed flues renewed at East Chicago.....	28	9	67.8%
Flues reset in C. T. locomotives at all points where they received classified repairs.....	5815	4006	31.1%
Sets of flues expanded at East Chicago.....	119	83	72.2%
Boilermakers employed.....	10	6	40.0%
" helpers, employed.....	14	9	35.7%
Thickness of scale produced by one year's service.....	38"	less than 1/8"	

have a dozen small plants where soda ash only is used to counteract the acid which is found in the streams at times. In these no provision is made for settling and removing the sludge as is the case with the complete plant.

**What Treating Plants Do**

It may be of interest to note just what is accomplished in one of these plants. At Harvey Junction, on the Baltimore and Ohio Chicago Terminal Railroad, we treat water from the Calumet River which carries not only considerable mineral matter in solution, but is more or less polluted with organic matter from manufacturing plants. The analysis of this water before and after treatment is shown in Table One.

It will be seen that the incrusting solids have been reduced from 27.44 grains per gallon to 5.39 grains per gallon, a reduction of 22.05 grains per gallon or 3.15 pounds per 1,000 gallons. With this particular water the total solids do not show much decrease because of the large amount of alkaline salts formed. But the use of this treated water has given excellent results, as witnessed by the statement (Table Two) of repairs to Baltimore and Ohio Chicago Terminal engines the year before and the year after the plant was installed.

The master mechanic also reported that before this treating plant was built it was necessary to wash boilers every four or six days and that after it was put in operation engines were run for two weeks between washouts. Also trouble from leaky flues and engine failures due to boiler conditions were corrected by the use of treated water.

At Garrett, Ind. a different type of water is treated. This is a deep well water and the total solids are reduced from 21 grains to about 10 grains, with the removal of about 1 1/2 pounds of incrusting solids. At Glenwood, Pa. and several other points, water of an entirely different character is treated, very little scale forming material as a rule being removed except the mud which the water carries, but the corrosive solids in the water are neutralized. These waters are very changeable and, at times, carry high encrusting solids which are also removed.

The cost of treating water varies greatly according to the amount treated, the composition of the water and other conditions and will run from two and one half cents to ten cents per 1,000 gallons. It is not claimed that treatment makes a perfect water, as it is not practicable to remove the scale forming solids completely. A small amount of these is left, together with the alkaline salts, which cannot be taken out by this method. However, the savings from the use of treated water are very marked and when we attempt to estimate them they run into enormous figures.

**Savings Effected by Water Treatment**

Using the shop data given above and the present prices for labor and material, the Harvey Junction plant would show a saving of about \$15,000.00 per year on running repairs, or about the cost of the plant. It has been estimated that the changes made in supply on the Pittsburgh Division some years ago, were worth \$500,000.00 per year to the Company. This does not seem an extravagant claim when you con-



sider that it would be impossible to operate that division if we attempted to use without treatment, the water from the Youghiougheny and Monongahela Rivers.

In addition to reducing the cost of running repairs, as shown, the use of treated water increases the life of flues and fire-boxes, decreases the

amount of fuel used, reduces the length of time out of service of locomotives, and eventually, the number of locomotives required.

Better condition of locomotives means fewer cars set off, fewer trains given up, better running time, and more economical operation in general.

## The Division Superintendent's Job\*

*How should he handle Fuel Conservation?*

By S. U. Hooper, Superintendent, Chicago Division

LET it be definitely understood that this is strictly a non-technical paper. The very nature of the subject makes it desirable that it be treated in a non-technical way. The selection of such a subject and its assignment to an operating officer was designed, presumably, with the express purpose of having it treated in a general manner, with a view towards injecting, if possible, some elements or aspects which might not occur to the specialist. Furthermore, it is fitting that the preponderance of technical matter such as is necessarily involved in the comprehensive subject of Fuel, should be interspersed, as it were, with a salad of a plain and ungarished nature.

\*Prepared for and read at the Convention of the International Railway Fuel Association in May 1922.

### Superintendent Not a Technical Expert

Bearing in mind that many of our largest railroad systems have adopted what is generally termed the divisional form of organization, oftentimes putting at the head of a divisional unit a man whose sole claim to shouldering that responsibility is his general ability to co-ordinate, regulate and stimulate all of the numerous phases which go to make up successful operation, it will be seen that there is a decided place for the general or non-technical treatment of fuel conservation.

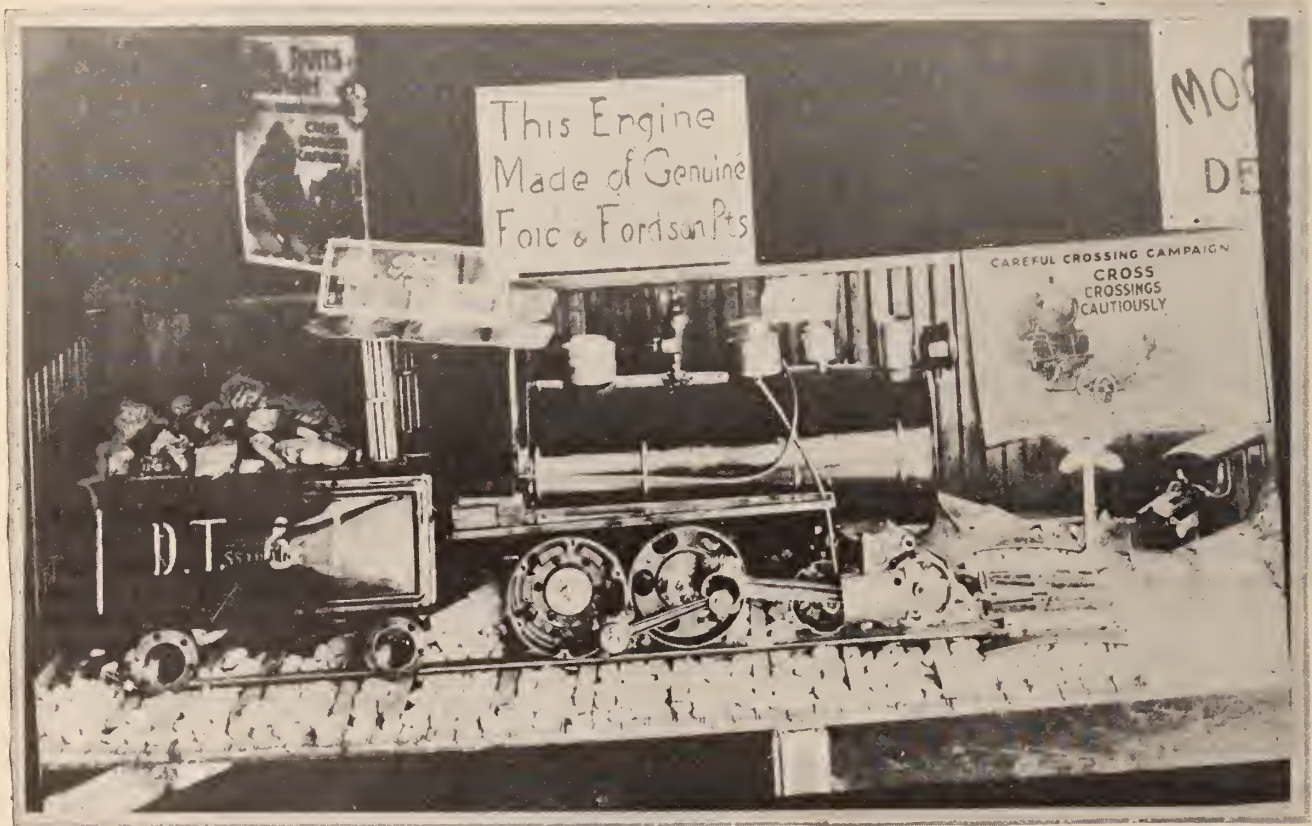
The introduction of a subject such as this and its treatment before this Association, may well lay claim to the furtherance of one of the prime objects of this body, which has long sought to have it understood that

fuel conservation does not belong to any one department, but is something with which every department of a railroad is concerned. It requires the mechanical specialist and the fuel expert to determine the proper grade of fuel and the proper design of locomotive. But the battle is then only partially won. It also requires the competent road foreman, the able supervisor, backed up by the operating officer, to insure the successful operation of correctly designed and maintained locomotives supplied with the carefully selected and prepared fuel. Too much stress, therefore, cannot be laid upon the well established policy of this Association in getting its purpose before, and in arousing the interest of, every so-called strictly operating officer.

Our railroads are composed of units known as divisions. The whole is no greater than the sum of its parts. If each division is successfully managed, the road, as a whole, will reflect that success.

### Relative Importance of Fuel Problem

Now comes the question of the relative importance of the fuel problem from a superintendent's viewpoint. Granted that he has comparatively adequate facilities, a safe roadbed approximating the desired standards, power adapted to his grade



Agent C. B. Kellar, Washington, Indiana, sent us this picture of the window display arranged by the Moore, McGuire Sales Co., Ford dealers of Washington, Indiana, to help in the Careful Crossing Campaign



and traffic conditions, and maintenance forces conscientiously striving to keep that power in proper operating condition, his problem then becomes largely a question of efficient and economical operation.

Operating efficiency resolves itself into getting his trains properly made up and over the road in compliance with safety and obedience to the rules prescribed.

Operating economy consists primarily in keeping down his wage and fuel costs, and, of these factors, fuel cost amounts to approximately one-third of the total expenses. Is it any wonder, then, that the subject should be rightfully given a considerable proportion of the operating officer's study and attention! And is it not self-evident that the subject is so large, and so important, that it should be handled by the "boss himself." The answer is conclusively obvious. Neither must we lose sight of a still larger aspect of the subject, namely, its public phase. As a public servant, and the direct representative of an institution primarily concerned with serving the public, the superintendent is in a position to appreciate that the public, especially in this day and date, possesses a keen interest in economical operation. The public pays the bill, whether the railroad operates at a profit or not and

the public is, therefore, entitled to as efficient and economical an operation as possible. This is truer still at a time like the present, when every means for stimulating industrial activity and for getting back to normal must be effected.

We may assume, therefore, that the superintendent looks upon fuel as one of his most important problems. Let us consider briefly a few of the ways in which he can help.

He is the father of his entire divisional organization, and particularly that important part known as his staff. His main function is to educate, to devise ways and means whereby the most up-to-date methods and the most advanced tactics can be effectively placed before his subordinates, on whom he must considerably rely to pass the gospel to the men. It lies largely with him whether harmony is going to exist in his family, and genuine success is not going to be his unless the representatives of all his departments pull together. It is not only his prerogative, but his duty, to press constantly on the identity of interest until the various members of his staff are co-operating for the accomplishment of what is best for the division and the railroad as a whole, burying everything which might savor of departmental influence. It rests with

him to determine such delicate matters as inter-departmental relationships. One department must not be allowed to profit in making a showing at the expense of another. Specifically illustrating: fuel conservation must not be sacrificed in order that maintenance expenses may show a reduction.

Let us progress one step further. The staff are not only pulling together, but have a proper conception of the manner in which each cog in the wheel is related to every other cog. They appreciate that their superintendent, even though not a specialist, has a knowledge of each phase of operation, sufficient, at least, to enable him to know when things are going well, when the work is being properly performed, and, above everything else, one who invariably shows a keen interest in the particular problems of each member of his staff.

#### Getting the Idea "Down the Line"

The success of any movement lies in getting the object to be accomplished, and the methods whereby they are to be accomplished, to the men who are actually performing the work. As the superintendent comes in frequent close contact with the men who are handling his trains, he is indeed in a position to reinforce the educational measures of his staff officers and can do much



Superintendent C. G. Stevens, St. Louis Division, sent us this picture, a "silent sentinel" placed between Lawrenceville, Ill., and Vincennes, Ind., by the Baltimore and Ohio. Here the Midland Trail and another north and south hard road cross the track. This warning is passed by a minimum of 500 automobiles every 24 hours. The approaching train is running at the rate of 55 miles per hour. The automobile, a Buick roadster, was abandoned on our tracks about three miles south of Beardstown, Illinois at night with all lights turned off, and was struck by a passenger train



towards stimulating, on the part of the men, a genuine interest and desire to carry out the program.

Bear in mind that some of the foregoing assertions, and some of those which will follow, may sound like a catechism of the superintendent's duties. This is true only as to the relationship existing between the superintendent and the subject of fuel conservation.

It is scarcely necessary to deal in detail with the many other ways in which the superintendent can prove himself the actual leader of his division in fuel conservation. This Association, the Traveling Engineers' Association and The Fuel Conservation Section have all at various times laid stress upon such transportation matters as ordering of power, the correct utilization of power, the innumerable methods of eliminating delays, adverse physical conditions, the maximum allowance of time to mechanical department for running repairs, the outlining of shopping programs which will mutually serve the best interests of both the mechanical and the operating departments, the avoidance of surplus power by means of a well-defined storing or white-leading policy, and other features too numerous to mention here.

#### Importance of Employees' Fuel Meetings

It is fitting, however, to emphasize again the importance of the Employees' Monthly Fuel Meetings, for these occasions bring to the superintendent a splendid opportunity not only to familiarize himself thoroughly with what is transpiring on the division but the chance of getting directly before his employes an expression of what can be done in the saving of coal. On such divisions as enjoy superintendent's staff meetings, (which on the Baltimore and Ohio are open also to the employes), fuel conservation subjects should invariably occupy a prominent place on the program. It will sometimes be found surprising, as well as gratifying, to note how much interest can be aroused by an enumeration, in simple form, of divisional operating statistics, especially as affected by fuel costs, savings, etc. The employes feel that they are entitled to this information and in possessing it their identity of interest with the employer is materially strengthened. An occasional remark showing that the superintendent is familiar with the enginemen and firemen who are making noteworthy fuel performances is oftentimes productive of real interest and competition on the part of the employes.

As the direct connecting link between the division and the general

officers, the superintendent is in the best possible position to call attention to, and urge such improvements in, the physical condition of his division as will bring about additional fuel economies.

#### Proper Relations between Tonnage and Speed

Among the many possibilities which the present day holds for progress in fuel conservation should be named the proper relation of tonnage to speed in producing fuel efficiency. The endeavor to find the economic speed at which a locomotive will produce the least expensive transportation has not yet achieved complete accomplishment. In the solution of this problem alone the results to a superintendent should more than repay all his efforts. Granting, as indicated in an earlier paragraph, that wages and fuel constitute by far the major portion of train operating expense, it would seem that tabulating the results of a series of experiments (the varying factor in which will alone be the train tonnage) should, and does, place us in a position to determine what train rating will produce the lowest wage and fuel expense per thousand gross ton miles. It has, within the past few months, been the privilege of the writer to engage in studies of this nature, but, unfortunately, the fluctuating traffic conditions have thrown our computations, thus far, somewhat out of line.

#### Lengthening Freight and Passenger Runs

Closely allied to these tonnage experiments, is another evolution of transportation improvement, namely, increasing the length of through freight and passenger runs. The idea is by no means a new one, but its recent adoption by many of our most progressive railroads shows that operating officers are today leaving no stone unturned along the road to economy. Logically, a locomotive

should be operated over the longest possible territory that good maintenance of power will permit. An investment such as is represented in the modern locomotive should be producing transportation as great a proportion of the twenty-four hour period as proper maintenance will allow. Recent experiments have shown conclusively that with proper attention at the dispatching terminal, engines can easily be prepared to withstand longer runs, intermediate terminals can be dispensed with, engine mileage increased, and a decided fuel economy effected.

It is in the solving of such problems that a superintendent can perhaps do his most constructive work for fuel conservation. The opportunity is his, for he alone has all the necessary machinery at his disposal.

Omitting altogether any selfish motives which might legitimately actuate a superintendent in his efforts to improve operation by fuel conservation, it is hoped that the foregoing brief outline of why the subject should be warmly embraced, and the general, though inadequate, treatment of a few of the ways in which fuel conservation can be accomplished, will play its small part in arousing in operating officers keener interest in the tremendous subject with which we, as railroad men, are all so vitally concerned.

#### Superintendent Must Show His Active Interest

In conclusion: Let the superintendent ever remember that unless he is thoroughly acquainted with the fuel problems on his division, and unless he takes an active part in the solution of these problems, his subordinates and employes will not be impressed with the importance and possibilities of fuel conservation, and cannot be censured if they do not display a whole-hearted interest in the subject.

## UNITED STATES MARINE BAND TWO CONCERTS

AUSPICES

THE LIONS CLUB OF BALTIMORE

CARLIN'S ARENA

SEPTEMBER 18, 1922

2:45 P. M.

and

8:30 P. M.

BENEFIT

Establishment of Children's Dental Clinic in University of Maryland

TICKETS - - 50c to \$2.00

City Passenger Agent R. E. Lohman, Baltimore and Ohio Building,  
Baltimore, has tickets for sale



# Thirty-First Convention of Baltimore and Ohio Association of Railway Surgeons, Chicago, June 15, 16, 17

By W. H. Ball

Assistant to Superintendent, Relief Department

THE Thirty-first Convention of the Baltimore and Ohio Association of Railway Surgeons was held at Chicago, Illinois, in the Hotel Sherman, on June 15, 16 and 17.

This convention of the physicians and surgeons upon the staff of our Company is held annually for the exchange of ideas relating to surgical services to passengers, employes and others, incident to the operation of the railroad.

The attendance at this convention was, as usual, representative and gratifying. The choice of the Hotel Sherman at Chicago by the Committee on Arrangements as a meeting place was especially fortunate, in that an unusually serviceable convention hall and accessory rooms were provided by the management, and everything within reason was done to make the stay of the guests both profitable and pleasing. The presentation to each lady attending the convention of a bouquet of cut flowers by the hotel management was greatly appreciated.

The scientific program was arranged with the view of causing discussion of the surgical topics most vitally concerned with the injuries sustained by employes and others upon a railroad. For the purpose of placing this subject more vitally before the delegates, in addition to the usual presentation of papers by the surgeons, clinics were provided on two occasions—one at West Side Hospital by Dr. C. R. G. Forrester, one of our consulting surgeons, and the other at St. Anthony's Hospital, by Dr. Lawrence Ryan, Company's surgeon. These were largely attended and pronounced most profitable by everybody.

One of the outstanding topics of the scientific discussions was the consideration of certain diseases that render employes unsafe in the operation of trains, and much data of value to the staff was presented.

In the absence of the Hon. William H. Thompson, mayor of Chicago, the address of welcome on behalf of the City of Chicago was delivered by Mr. William D. Saltiel, assistant corporation counsel. R. N. Begien, general manager of the Western Lines, spoke in an entertaining and

instructive manner in his address of welcome on behalf of the Baltimore and Ohio Railroad. The response to these addresses was made by Dr. J. G. Shirer, president of the Surgeons Association. W. J. Dudley, superintendent Relief Department, talked to the assemblage in an informal manner, giving quite a comprehensive resume of the workings and achievements of the Department.

The entertainment features were attractive. While the surgeons were attending the formal discussions and the several clinics mentioned, the members of their families were entertained by an auto trip to Lincoln Park, a visit through the big stores, and vaudeville and motion pictures at Chicago's best amusement houses. In the evenings the surgeons and the members of their families were provided suitable entertainment in a trip to White City, one of Chicago's amusement resorts, and on the second

evening by a dinner and a dance at the Hotel Sherman, while the afternoon of the last day was devoted to a boat trip along Chicago's water front.

The following officers were elected for the coming year.

President, Dr. V. D. Lespinasse, Chicago, Ill.

First Vice-President, Dr. Walter R. Griess, Consulting Surgeon, Cincinnati, Ohio.

Second Vice-President, Dr. Paul R. Sieber, Consulting Surgeon, Pittsburgh, Pa.

Secretary-Treasurer, C. E. Johnson, Baltimore, Md.

## Pipe Dreams

ON the test trip made by the first Baltimore and Ohio Railway Gasoline Motor Car on June 26, General Manager Scheer and Chief of Motive Power Emerson were sitting in the same seat, talking. The latter was loading his "Jimmy" pipe, and, as the smoke began to rise, dug a dime out of his pocket and inserted it in the fire bowl, "to," as he expressed it, "keep the cinders down." Whereat the general manager remarked, "Don't you wish you could find something simple like that to keep the front end cinders from coming out of the Mallets on the mountain?"

## To Our Locust Point Fire Fighters

*"Conduct Commendable—Showed Effect of Careful Training and Ability to Meet Emergencies"*

CITY OF BALTIMORE

MARYLAND

BOARD OF FIRE COMMISSIONERS

July 15, 1922

Mr. Daniel Willard, President  
Baltimore & Ohio Railroad Company  
Baltimore, Md.  
Sir:—

In connection with the fire at the elevators of the Baltimore & Ohio Railroad Company, Locust Point, the P. M. of the 2nd instant, the Board of Fire Commissioners wishes to extend to President Daniel Willard and the management of the Baltimore & Ohio Railroad Company its thanks and appreciation for the effective manner in which the Railroad Company's Fire Department co-operated with the Baltimore City Fire Department in coping with the recent fire at the Locust Point Terminals. Not only did the fire-fighting forces of the Railroad Company give invaluable service before and after the arrival of the City Department, but they handled in most efficient manner the problem of removing rolling stock from the points of danger and possible interference, that of cutting off water supply from burned buildings in order not to bleed the service in effective operation and in furnishing power through its pumping station.

The entire conduct of the Baltimore & Ohio Railroad Company's Fire Department during this trying time was most commendable, and showed the effects of careful training and ability to meet emergencies.

Very respectfully,

(Signed) Clinton O. Richardson

President



# Safety Section

## How Can Casualties Caused by Men Boarding and Jumping from Moving Trains be Reduced?

By W. J. Mulvihill

Supervising Agent, Chicago Division

THIS subject is a vital one and covers a great many points in Transportation work, and the observance of the following Safety measures will have splendid effect on it:

1. Employes must examine and know for themselves that grab irons, brake shafts and attachments, running boards, steps and all other parts of cars and engines which they are to use, and facilities of every kind which they utilize in the performance of their duties, are in proper condition. If not, they must make them so, or report to the proper person to have them put in order before using.

2. Employes should be familiar with the location of all structures or obstructions that will not clear men on top or sides of cars, and inform all others regarding them.

3. Avoid at all times boarding the middle of train; always get on rear step of caboose.

4. Trainmen should not attempt to get on or off trains moving at a

greater speed than ten miles per hour.

5. Great care should be taken by men using side ladders to see that sill steps are in line and feet set firmly before attempting to get on or off.

6. Always be sure, when pulling out of station or terminal, that engineer has proper signal that crew are to get on, and not to move too fast.

7. Watch for material and obstructions being left between tracks.

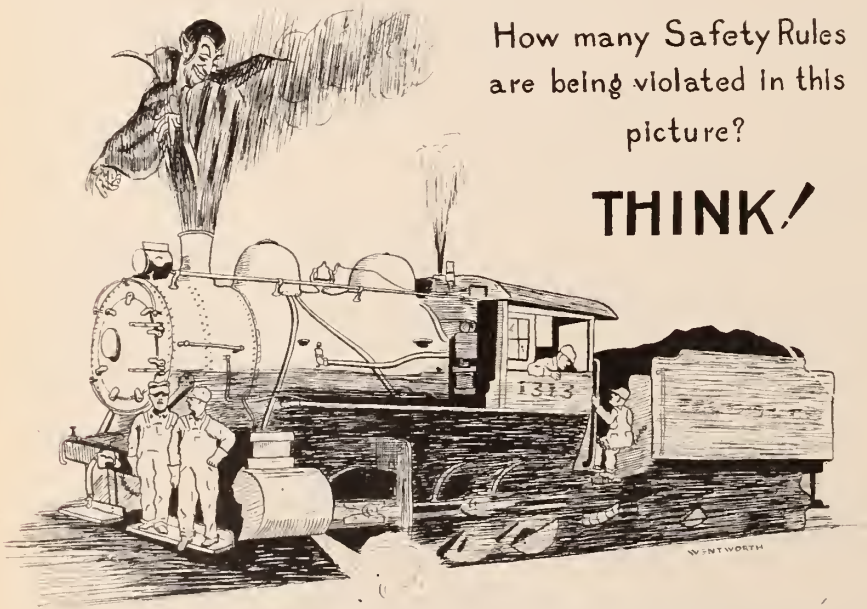
I notice in report of Safety Department showing causes of fatalities among employes during the years 1919, 1920 and 1921, that fifty-three men lost their lives, as follows:

	1919	1920	1921
Fell from train....	6	9	4
Fell under train....	8	19	6
Fell from ladder....	0	1	0

While none of the foregoing is new, they are to remind us that Safety First is the only way in which casualties can be reduced. The Company may provide every known safeguard for the protection of employes.

How many Safety Rules  
are being violated in this  
picture?

**THINK!**



## READ THAT RULE BOOK

By E. M. Mannix and Walter Wentworth

Note black smoke, cylinder cocks open, pop blowing, two men on foot board, fireman looking backward, man sitting on chain, etc.

but without the cooperation of the employes themselves, they are of no avail.

## How Can I Best Help Safety?

By H. B. WRIGHT, Brakeman

St. Louis Division

SAFETY is a word, according to Webster, meaning freedom from danger or hazard, and in order to exemplify the meaning I, myself, shall put forth every effort known to safety to make it safe for myself and fellow workers; using all means and devices used and furnished by the Company to protect not only myself and fellow employes, but for the safety of company property and the public in general.

A hazard is a gambling chance and I shall endeavor to try no hazardous things and will also caution all others whom I see doing a hazardous thing.

Also, to insure greater Safety, I will at all times have in my possession or hand all flagging supplies which are furnished by the Company, and always walk between the tracks and not between the rails. In passing signals I will put plenty of "pep" in them so the one to whom I am signaling will thoroughly understand their proper meaning. Careless signals are as bad as none at all and have often caused loss of life and untold damage to equipment.

### Careful Crossing Campaign

By J. F. HINES, Chief Receiving Clerk  
Pittsburgh Freight House

Our great and glorious country,  
Grows faster every day,  
Folks can't find living fast enough  
To speed them on their way.

The auto seems to beat them all,  
For everywhere you go,  
You'll find some person at the wheel,  
Who likes to make a show.

They were only built for pleasure,  
But you can daily read  
About some fatal accident,  
From putting on high speed.

When driving near a crossing,  
Where trains pass day and night,  
They never seem to look ahead,  
But speed with all their might.

Then happy homes are saddened,  
By someone at the wheel,  
Who likes to take a chance or two  
To see how it may feel.

He may get by without a wreck,  
For things just go his way,  
But next time luck may pass him by,  
And he'll be "laid away."

Our engines must stay on the rails,  
For they can't turn aside  
When auto car goes crashing through  
The gates on careless ride.

So let us warn our friends today  
Who may possess a car,  
To watch all railroad crossings, lest  
It may mean quite a jar.





## How Do You Stand?

WE have heard a good deal about the "debutante slouch," a physical fad which seems to be passing. We have perhaps not heard enough about the "Freshman slump," if we are to judge by recent statistics revealing the physique of Harvard Freshmen. Dr. Philip D. Wilson, writing in the July issue of the *Journal of Industrial Hygiene*, presents some rather startling figures bearing on this question.

If we are to consider the College man as, in a certain sense, a picked man who has passed through the junior schools and measured up to certain requirements in the matter of mental and physical condition, the high percentage of men with defective physique reflects an even greater degree of deficiency in the population at large.

The physical examinations of the Life Extension Institute, among industrial classes and other classes in the population, fully support this view. It is quite apparent that civilized man has paid a certain physical price for his civilization. He has cut his death rate down by protecting himself against epidemics but has not built up a superior animal physique. Under civilized conditions the man who is round-shouldered, flabby-muscled, under-exercised, and, taken altogether, a pretty poor specimen of an animal, can, if he has sufficient intelligence, eke out a fairly long existence.

A good deal has been said about the physical findings in the draft examinations, but no man was declined for military service simply because of bad posture. Poor physique, light weight, and such conditions as flat foot had to be of extreme degree in order to warrant rejection. We all know that the men accepted had to go through a lot of training and setting up before they were physically fit for war service.

No man with a proper sense of self-respect and with a reasonable ambition to succeed in life should be content with anything less than the best physical condition that he can attain. Ordinary manly and womanly self-respect should prompt attention to this matter of posture, of standing and walking in a manner not offensive, discouraging or depressing to those around us, but one that reflects a sense of reasonable physical self-confidence. Dr. Wilson presents the following classification for 700 Harvard students:

Group A.—7.5%. Good mechanical use of the human body. (1) head straight above chest, hips and feet; (2) chest up and forward; (3) abdomen in or flat; (4) back, usual curves not exaggerated.

Group B.—12.5%. Fairly good mechanical use of the human body. *Note changes from Group A:* (1) head too far forward; (2) chest not so well up or forward; (3) abdomen, very little change; (4) back, very little change.

Group C.—55%. Bad mechanical use of the human body. *Note changes from Group A:* (1) head forward of chest; (2) chest flat; (3) abdomen relaxed and forward; (4) back curves exaggerated.

Group D.—25%. Very bad mechanical use of the human body. *Note changes from Group A:* (1) head still farther forward; (2) chest still flatter and farther back; (3) abdomen completely relaxed—"slouchy"; (4) back, all curves exaggerated to the extreme.

The Life Extension Institute describes the following tests for good posture:

Stand erect, with heels about six inches apart and toes directed straight forward. Imagine that you are pushing some resisting object with your chest. Your body will then be in proper posture; that is, your chin

will be in, your chest arched forward, your neck perpendicular and well stretched, your arms hanging by their own weight along the middle line of the hips.

To test the posture, take a board and place it on a line touching your toes. If your posture is correct and the board is perpendicular, it will just touch your chest but no other part of your body and will miss your nose by about one-half inch.

It is encouraging to learn from Dr. Wilson's paper that even long established bad posture as a rule can easily be corrected by exercises and proper instruction on the mechanics of the body. Nevertheless we must bear in mind that all cases of bad posture cannot wholly be corrected by physical training. In cases where the individual is infected or undernourished or suffering from some nervous disease, the original cause of the drooping, apathetic attitude should be sought and removed.

Good physical posture, like good mental posture, should be free from an aggressive, self-sufficient strut, but should reflect a body and mind moving easily and confidently and courageously to meet life struggle. While there are exceptions to the rule, posture usually is a key to character. A courageous attitude of mind induces a courageous attitude of body; on the other hand, a slouching attitude of body may well bring about an apathetic and spiritless and pusillanimous attitude of mind. Barring actual disease or incurable structural deformity, good posture is within the reach of all. It costs nothing.



WHY NOT THIS AT CROSSINGS

Will the Big Club have to be used at railway crossings?

Cartoon by E. B. Isenogle, storekeeper, Dayton, O.





## BALTIMORE AND OHIO MAGAZINE

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### A Railroad the Price of Joining the Union

The Department of Commerce reports through its trade commissioner at Johannesburg, South Africa, that the country of Rhodesia has demanded a railroad before it will join the Union of South Africa. They realize that in order to compete economically with the other states in the Union, they must have this agent of civilization, this bearer of the world's goods from the places of production to the consumer.

This is rather an interesting commentary on the big part which the railroad is still playing in world development. It is more than the principal agency in the opening up of frontier lands and undeveloped resources. In this case it becomes a very potent factor in the political history of the country affected and as such might play a part comparable in importance, let us say, to that played by the famous Berlin to Bagdad scheme of Prussia in her vicious and elaborate plan for the domination of Europe.

### A Business Getting Bulletin

In its series of interesting bulletins sent out at intervals by the Charleston Division, they have one especially addressed to agents, one that is calculated to create business. It describes briefly one of the Washington tours to be run from the Charleston Division section and asks all agents to make sure that all persons in their localities are informed concerning the charms of the trip.

It is surprising how many people not only in remote districts in the country but also in the big cities, have done practically no traveling. The desire is in most of them, just as it is in enthusiastic travelers, but it has not yet been awakened.

I recall the case of a young lady, 22 years old, in Baltimore, who is employed by the Railroad, and who had never been outside the city limits except for two or three excursions on Chesapeake Bay. On being assured that the Indians had been driven west of Washington, she finally was persuaded into making a trip to that city and since then has become a confirmed and enthusiastic traveler. Furthermore her travel has developed her tremendously, her limited horizon of persons and things and places having been broadened and she herself made a much more interesting person.

So, if we will awaken the desire for travel in persons in our communities, explaining to them at the same time how inexpensively excursion or special tour travel can be made, we will find a veritable army of people who will respond, and, after their first one or two experiences,

thank us for having enlarged their perspective so considerably.

In order to make sure that the agents on the Charleston Division are taking this travel propaganda seriously, the superintendent affixed a little form at the bottom of his letter, requesting that after the excursion was over, agents insert in the proper place the number of passengers making the excursion from their stations, so that an accurate comparative record could be kept of the results secured at the various stations.

An excellent idea which might be established profitably on other divisions!

### At Sixes and Sevens

There are two shoe shining establishments near my office, situated next door to each other. I had been using one or the other, without discrimination and, until several months ago, putting up the war price of a dime for a shine. One day I was surprised and gratified to have the bootblack return a nickle as I handed him a dime and I then saw a big sign reading "All Shines Now Five Cents."

"Good," said I to myself. "Another indication of falling prices!"

I went in one of the shops yesterday and as I was sitting in the chair listening to the amusing and childish prattle of the colored boys working on the shoes. One of them said: "Uncle Sam put a load of bad luck on me back in 1917 and I ain't got straightened out yet." Then he began bickering with his side partner for the loan of a penny to make up the needed two cents for an afternoon newspaper. He admitted a yearning desire to see the racing dope which, in view of his financial condition, seemed rather useless to him, to say the least. He was talking to his buddie but *at me*.

My shine finished, (it was an indifferent one) I got down from the chair and stuck a nickle in his hand. He came back so quickly with "Ten cents, please," that it nearly knocked me off my feet. I then realized that I was in the wrong shop, that I should have gone to his next door neighbor who has reduced his prices to five cents and who gives just as good service. I also appreciated how general is the application of the colored fellow's remark: "Uncle Sam put a load of bad luck on me back in 1917 and I ain't got straightened out yet."

There are corporations, merchandizers and business men in general who are honestly trying to bring prices back to a pre-war level by charging but a fair profit. Others are still profiteering and will continue to do so as long as they can. Some of the profiteers seem so well organized as to be able to keep up prices despite the attacks of the press and public clamor against them. The best way to fight them is to buy as little of their product as possible. Another good thing to do is to pick the right store. Don't patronize the profiteer when he may have a next door neighbor who is trying to give you a square deal.

### A Sermon on a Bee

When some of your salesmen and managers complain that it is hard to make sales, and report that it is impossible to find buyers for your products, remind them that a red clover blossom contains less than one-eighth of a grain of sugar, that seven thousand grains are required to make a pound of honey, that a vagabond bee, seeking everywhere for sweetness, must obtain this material from fifty-six thousand clover heads.

Tell them, too, that the bee is compelled to insert its proboscis separately into each floret or flower tube, and that there are about sixty of these to each head.



Remind them that the bee, in performing that operation sixty times fifty-six thousand, or three million three hundred and sixty thousand times, gets only enough nectar for one pound of honey—and then doesn't get the honey.

The bee has preached another sermon.

It is time for some of us to learn what work really is.

THOMAS DREIER IN *The Wanalancet Way*

### A Waiting Game

Often a man has to wait a long time before his ship comes in.

The sales manager of one of the largest companies in the country worked twenty-three years before the president knew of his existence. I was employed by the same company at the time this man was promoted, and I am familiar with the facts.

\* \* \* \*

The president of the company was a man of many eccentricities. One day he released his sales manager unexpectedly and immediately placed the office manager in temporary charge of sales. The office manager knew of a certain man in the sales department who had started working for the company at the age of fifteen. He had put in twenty-three years of service, and was still only thirty-eight—one of those invaluable men who are held back by circumstances over which they apparently have no control.

Anyway the office manager began taking this man to sales conferences to answer questions for the president. In a week the president had the situation sized up. He announced that he was going to take charge of sales himself and that this man would be his assistant.

A month later he placed the man in charge of sales in the United States; and a year later he was given charge of sales throughout the world.

\* \* \* \*

Ten years ago this company paid its sales manager \$72,000 a year. I don't think they pay salaries like that now, but on the other hand I don't doubt that the present holder of the job found his salary quadrupled in one year.

That is the way things go sometimes—it seems to take as long for a man to bloom as it does for a century plant.—*William Feather Magazine*

### Initiative

Most times I think that the greatest ability in any man or woman is Initiative. Initiative means to take things into your own hands and go ahead and do things without being told to do them. There is more time wasted in the world in explaining to people how to do things than through any other source. People of initiative rule the world. They father circumstances. They master environment. They throw great luck to the winds. Initiative is faith—all bedecked with diamonds—each diamond an inspiring prod pointing to something better. Initiative is rulership over yourself. Folks with Initiative have few complaints excepting as they complain of the slowness of the crowd in catching up to them. Of course Initiative costs—you have to bore through great days of discouragement. You have to be able to walk right by failure and not mind a bit. But Initiative pays because all things both great and small have their birth there. Also Initiative is a leadership quality and no man ever led without it—and no man ever won without it either.—J. S. CALVERT

*Western Union Telegraph Company*



### Put Them on the Right 'Phone!

The very bigness of our Baltimore and Ohio organization in Baltimore and in other large cities along the line sometimes makes it difficult for those outside the service to get in touch with the right person at the right time, especially by telephone. Shippers and passengers generally know exactly what they want to find out but have trouble in indicating to our P. B. X. operators the department which can give them this information. As a result they are sometimes put in touch with the wrong department.

And what, in the light of the Baltimore and Ohio stand on courtesy and good neighborliness, should be the attitude of that department? Should it be to receive the call, answer it courteously, say "wrong number" and hang up the receiver? Or to say "You have the wrong number; you want Number So and So" and then hang up the receiver? Not so in some departments, where the invariable rule is for the clerk receiving the inquiry to look up, if necessary, the number wanted by the inquirer while he or she is waiting, to call back the private branch exchange and to request them to give the inquirer the correct number as indicated.

Failing to do as much as this means that we are not treating the inquiring shipper or passenger as we would like to be treated. Hanging up the receiver after calling "wrong number" over the telephone means that the inquirer must do the work practically all over again with considerable inconvenience and unquestionably some annoyance.

Can't we make the practice adopted by some of our departments in this respect a uniform one throughout the entire System?

### Cavilers and Carpers

By John Newman, Terminal Timekeeper, Pier 22, N. Y.

The peacock looked the eagle o'er and sneered, "It is absurd That such a queer, drab, nondescript is classified as 'bird'." "He swims, but is so shapeless," said the flounder, "that I wish Someone would please inform me if the salmon is a 'fish'."

The pothouse politician, though a wise and knowing gent, Could not "get wise to what the deuce made Wilson president." The doughboy doubted very much that Pershing knew his job; And Sims was quite a misfit, in the judgment of the gob.

(Which often makes me wonder at the chap who always flings "How did that fellow get *his* job?" and other "sich-like" things. Though all of us aren't feathered fowls, no matter what we'd wish, This poking fun at other folks won't make us better fish.

It's not a case of "getting by," or riding on a pass, It's not a case of owning wings or fins that gives us "class," It's simply that we make the best of what we find about And never worry other folks except to help them out.—*Asso. Ed.*)



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
C. H. CRAWFORD.....	Yard Brakeman.....	Glenwood, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

### Motive Power Department

L. A. CATHER.....	Machinist.....	Fairmont, W. Va.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
J. S. PRICE (deceased).....	Account Clerk.....	Newark, Ohio.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

### Statement of Pension Feature

Employees who were honorably retired during June, 1922, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Anderson, Wm.....	Mill Machine Operator.....	Motive Power.....	Toledo.....	30
Buell, Wm. T.....	Passenger Conductor.....	Conducting Transportation.....	Philadelphia.....	44
Cissell, John T.....	Machine Operator.....	Motive Power.....	St. Louis.....	29
Crow, Frank M.....	Pumper.....	Conducting Transportation.....	Newark.....	50
Grobbink, John H.....	Stevedore.....	Conducting Transportation.....	St. Louis.....	21
Grow, John L.....	Carpenter.....	Motive Power.....	Monongah.....	35
Harris, Robert T.....	Boilermaker.....	Motive Power.....	Baltimore.....	39
Harrison, Andrew T.....	Pumper.....	Conducting Transportation.....	Baltimore.....	34
Helm, Americus.....	Truckman.....	Conducting Transportation.....	Baltimore.....	37
Lower, Jacob H.....	Agent.....	Conducting Transportation.....	Chicago.....	46
Magee, James H.....	Station Master.....	Conducting Transportation.....	Baltimore.....	51
McKenzie, George J.....	Section Foreman.....	Maintenance of Way.....	Cumberland.....	45
Miller, Jefferson H.....	Blacksmith Helper.....	Motive Power.....	Cumberland.....	23
Moore, Marie.....	Janitress.....	Conducting Transportation.....	Pittsburgh.....	20
Scott, Estes D.....	Engineer.....	Conducting Transportation.....	Baltimore.....	35
Underdunk, John W.....	Laborer.....	Maintenance of Way.....	Cumberland.....	41

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1921, \$367,795.95 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to May 31, 1922, amount to \$4,792,750.15.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Bragg, Joseph E.....	Blacksmith.....	Motive Power.....	Monongah.....	June 6, 1922.....	23
Cummings, Florence..	Telephone Operator..	Conducting Transportation	Connellsville..	May 27, 1922.....	40
Duncan, James.....	Clerk.....	Conducting Transportation	Chicago.....	June 6, 1922.....	25
Emery, Charles R.....	Engineer.....	Conducting Transportation	Indiana.....	April 20, 1922.....	40
Jones, Edward J.....	Blacksmith.....	Motive Power.....	Baltimore.....	June 3, 1922.....	28
Kelly, John W., Sr....	Engineman.....	Conducting Transportation	Baltimore.....	May 30, 1922.....	45
Reynolds, Irrenious O.	Engineer.....	Conducting Transportation	Pittsburgh.....	May 24, 1922.....	35
Thomas, William B...	Yard Engineer.....	Conducting Transportation	Indiana.....	June 14, 1922.....	33



# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine;  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted Village"

## Aaron F. Berkley

Aaron F. Berkley was born at Jenner, Pa., on April 4, 1852. He attended school there until he was ten years old, when the family moved to Dividing Ridge, Pa. Here he completed his schooling. He came to work with the Baltimore and Ohio as trackman in 1876, on the section around Mance, Pa. About five years later he went to Meyersdale, and later to Fairhope; where he was employed as watchman in 1889. This position he held until the time of his retirement.

## William T. Buell

William T. Buell, retired passenger conductor, was born at Manchester, Carroll County, Maryland, March 6, 1857. He entered Baltimore and Ohio service in August, 1878 as laborer in the construction gang between Baltimore and Cumberland.

In 1879 he went into train service as brakeman, Philadelphia Division. In 1884 he was promoted to freight conductor, and on October 1, 1888 he was promoted to passenger conductor.

## John G. Ittner

John G. Ittner, pensioned machinist, Baltimore Division, was born on January 10, 1850. He entered the service of the Railroad in May, 1873, as locksmith, Mt. Clare Shops. In 1883 he was made helper, and in 1884, carpenter. Later during the year he was promoted to machinist. This position he held until the time of his retirement.

## Charles H. Van Cleaf

Charles H. Van Cleaf was born on January 31, 1857, at Columbia, Burlington County, N. J. He learned milling and worked with his father. In 1877 he came

to Maryland where he was employed by the C. A. Gambrell Manufacturing Company, and where he was married to Miss Lula Neal.

In 1889 he came to the Baltimore and Ohio as fireman, but lost both of his feet, so that in 1892 he was given a position as pumper, at Gaither, Md.

In spite of his affliction, Mr. Van Cleaf managed to be punctual in his attendance at work. He made every day between 1916 and 1921. In February, 1921, he was taken ill. He was pensioned on May 24, 1922. He still lives at Gaither.

## Americus Helm

Americus Helm, pensioned truckman, Baltimore Division, entered the service of the Railroad on August 28, 1884, as truckman, Fell Street. Here he worked under the supervision of Agent Helwig until 1894, when he was promoted to receiving and delivery clerk. In 1911 he acted as clerk-sealer and truckman. Mr. Helm has handled hundreds of carloads of all kinds of merchandise and perishable freight without a claim or come-back. "I thank all of the railroad employes and the gentlemen in the Relief Department," says Mr. Helm, "for helping me to get my pension. It will help me along in my old age."

## Creighton Conner

*Who never missed a day's work*

Creighton Conner, crossing watchman, Baltimore Division, was pensioned on July 30, 1922 after being in the service every day for 36 years, four months. He was born in 1859. He entered Baltimore and Ohio service as trackman, Baltimore Division. On October 16, 1908, Mr. Conner was made crossing watchman at Point of Rocks. Here he worked for the 13 years that followed.

Mr. Conner says that he is glad to tell us that he got along splendidly with the Railroad and with all of his employers and fellow workers.

## Samuel E. Huff

Samuel E. Huff, pensioned yard conductor, was born on a farm in Licking Co., Ohio, on March 6, 1856. In his younger days he taught country school; in the fall of 1886 he came to work for the Baltimore and Ohio as night clerk at Garrett, Ind. He remained there for two years and was then transferred to Fostoria, Ohio, as yard clerk. Two years later he went into road and yard service. On March 26, 1892 he was promoted to yard conductor, which position he held until retired, on March 16, this year.

Mr. Huff has also been a member of the Veteran's Association since it was organized on the Chicago Division.

## William E. Foutch

William E. Foutch was born on July 27, 1855 at Hopkinsville, Kentucky. When he was four years old, his parents, Thomas and Caroline (Reed) Foutch, moved to Salem, Ill. Here he attended school until he was seventeen. At the age of nineteen he obtained employment with the Baltimore and Ohio as trackman. In December of that year he was made freight brakeman, and in 1872 he was transferred to conductor. In 1908 he was made passenger conductor. He left the service in 1913, but was re-instated in 1914 as machinist helper. In 1916, because of his poor health he was made crossing switchman, and in 1918, crossing watchman.

### Billing and Cooing

He met a fair maiden and soon was wooing. He told her he loved her, the words softly cooing.

He suggested they marry, she fell for the plan.

On the first of the month the billing began.  
*Railroad Red Book.*

### Tough

Two negroes were lying behind a packing case on the dock at Brest taking the labor out of the alleged Labor battalion. Said one boastfully:

"Boy, Ah comes f'um a tough breed. Mah ole man done cut his nails wif a ax an' brush his teef wif a file."

"Huh, ain't so tough. Mah ole man am a mechanic an' twice a week he done shave himself wif a blow torch."

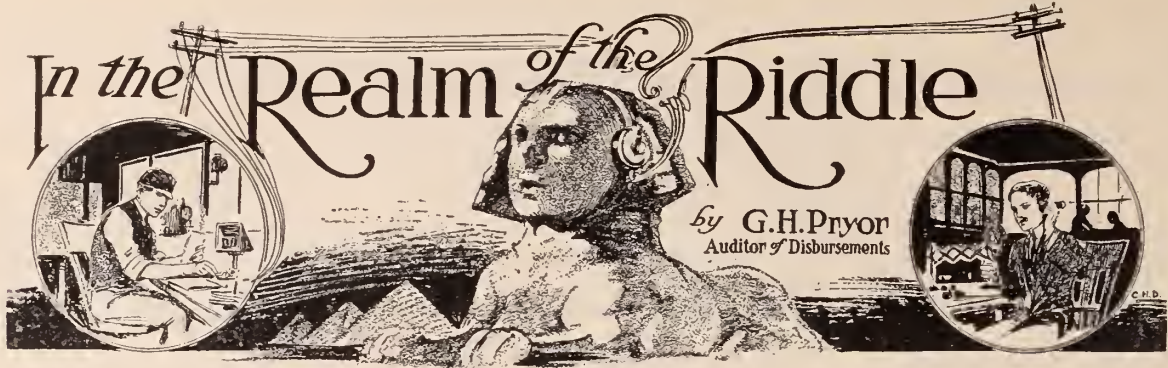
—*American Legion Weekly.*



SEVEN STALWART SOLDIERS OF SERVICE NOW ON THE PENSIONERS' LIST

1—Aaron F. Berkley. 2—William T. Buell. 3—John G. Ittner. 4—Charles H. Van Cleaf. 5—Americus Helm. 6—Creighton Connor. 7—S. E. Huff.





*Note:*  
 All puzzles published in this department will be defined, as far as possible, from the New Standard Dictionary, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the New Standard Dictionary, the name of such authority must be stated at the end of the definition, in parenthesis. Obsolete words will be marked at the end of the definition thus—"obs". Variant spellings of a word must be marked at the end of the definition thus—"var". Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

Following are the answers to the puzzles published in the May issue:

1. T O K E N  
 O L I V E  
 K I T E S  
 E V E N T  
 N E S T S

2. TARGET—GRATE

3. M  
 T A P  
 T E N E T  
 M A N I K I N  
 P E K I N  
 T I N  
 N

4. N  
 S I P  
 S N A R E  
 N I A G A R A  
 P R A T E  
 E R E  
 A

5. PLAID—RAID.

6. C I D E R  
 T O P I C  
 E I D E R  
 C E D A R  
 R E N E W

7. MENTAL—LAMENT

8. B  
 P E T  
 D O R I C  
 O U T G R O W  
 C R O S S E Y E D  
 9. B A L L A T O O N  
 B E A R I N G  
 A N I L E  
 E E L  
 L

10. O—RANGE

11. D E C A M P  
 E N A M O R  
 C A B I R I  
 A M I D I N  
 M O R I S K  
 P R I N K S

12. B  
 H A T  
 F I L E R  
 H I S T R I O  
 B A L T I M O R E  
 T E R M I T E  
 R I O T S  
 O R E  
 E

13. W H I T E  
 H E R O N  
 I R A T E  
 T O T E M  
 E N E M Y

14. M A N O R  
 T E N O R  
 S E D E R  
 E U T A W  
 P A N E L

Correct solutions were received from the following: Grace M. Manning, W. E. Madden, John C. Svec, Mrs. Gertrude L. Kelly, W. T. Ahrens, Comrade, Primrose, Pearlle Glenn, L. M. N. Terry, Martelia, The Major, Atlas, L. E. Phant, Baltimore, Md.; John Newman, C. Saw, Tunst, New York, N. Y.; Poly, Gemini, Brooklyn, N. Y.; Nanki Poo, Holyoke, Mass.; P. M. Pennington, Cumberland, Md.; K. T. Did, E. R. Woodson, Washington, D. C.; Arty Ess, Scranton, Pa.; Thomas S. Comer, Alec Sander, Philadelphia, Pa.; Kappa Kappa, Hawley, Minn.; Dan D. Lyon, Helva Goodman, New Florence, Pa.; Margaret Smurdon, Mentor, Chicago, Ill.; Oidono, Martinsburg, W. Va.; Emiline, Fairbury, Nebraska; Towhead, Lafayette, Ind.; Wick-o-cincy, Gem, Cincinnati, Ohio; and Margaret Carrico, Washington, Ind.

**NEW PUZZLES**

1. BEHEADMENT (6)

(To Martelia)

Like Mart and his humorous jingle  
 My Pegasus PRIMAL won't "peg."  
 Persuasion and censure commingle,  
 But still he will not shake a leg.

I don't mean to LAST he's contrary—  
 The weather is doubtless to blame,  
 But just now it is bothersome, very,  
 That Peggy should have to go lame.

Baltimore, Md. *L. M. N. Terry*

2. DIAMOND

- 1—A letter.
  - 2—A domesticated carnivorous mamal.
  - 3—To furnish food or entertainment.
  - 4—Pertaining to nature.
  - 5—A pile dressmaking fabric in which the loops are uncut.
  - 6—Line of radiating force.
  - 7—A letter.
- Baltimore, Md. *Guy F. Biggs*

3. DELETION (4)

(To Martelia)

There's a charm about fishing,  
 And many are wishing  
 To angle with PRIMED hook and line.

**May Issue Prize Winners**

Miss Margaret Smurdon  
 Terminal Trainmaster's Office  
 South Chicago, Ill.

W. E. Madden  
 Auditor Disbursements' Office  
 Baltimore, Md.

Wick-o-cincy  
 Dining Car Department  
 Cincinnati, Ohio.

Mrs. Gertrude L. Kelly  
 Law Department  
 Baltimore, Md.

Thomas S. Comer  
 Second Trick Towerman  
 Park Junction, Philadelphia, Pa.



In a boat the whole night  
Without getting a bite,  
And then tell you the fishing was fine.

Their perches and trout and spots,  
Flounders and bass and what-nots,  
Hold no charm for a deep water sailor.  
Not a FINAL for me,  
As you surely must see,  
That I'd only go fishing for tailor.

Baltimore, Md. *Atlas*

4. SQUARE

- 1—To show honor in drinking.
- 2—An amphibious mammal of the weasel family.
- 3—To make reparation.
- 4—Dry leaves of herbs used as medicine.
- 5—To give pleasure.

Cincinnati, Ohio. *Gem*

5. TRANSPOSITION (4)

Our ONE are swiftly turning,  
Each on its shiny TWO;  
A single THREE they're spurning,  
'Till we say, "FOUR, you're thru!"

Cincinnati, Ohio. *Wick-o-cincy*

6. PYRAMID

- Across:
- 1—A letter.
  - 2—Possessive case of He.
  - 3—Deposits in a bank.
  - 4—A peculiar nocturnal arboreal lemurine mammal of the East Indies.
  - 5—An artificer who works in timber.

- Down:
- 1—A letter.
  - 2—Scotch and English dialect of The.
  - 3—To fence in.
  - 4—To play the harp.
  - 5—To wash lightly.
  - 6—To strip off.
  - 7—To place.
  - 8—The tone D in music.
  - 9—A letter.

Philadelphia, Pa. *Alec Sander*

7. INITIAL CHANGE (4)

The freight upon its journey starts,  
With ears of ONE in lengthened line;  
Its TWO the city's busy marts  
Which need the product of the mine.

New York, N. Y. *C. Saw*

8. RHOMBOID

- Across:
- 1—A shield.
  - 2—A cloth worn by Jews.
  - 3—A bird, the Lapwing.
  - 4—The name of a city in Ohio.
  - 5—Payments on leases.
- Down:
- 1—A letter.
  - 2—A suffix meaning "little."
  - 3—A passage.
  - 4—The nollies.
  - 5—A drain.
  - 6—To eat a dinner.
  - 7—A silverwhite, soft, malleable and fusible metal.

- 8—Presence.
  - 9—A letter.
- Baltimore, Md. *Grace M. Manning*

9. CHARADE (7)

I saw her bending o'er the WHOLE  
With FIRST and tearful face;  
The LAST had entered deep her soul.  
She keenly felt disgrace!

Her sire, once fortunate in wealth,  
Had, in mistortune dread,  
Encountered loss thru fraud and stealth,  
So she labored for their bread.

And as I called that summer day  
To pay devotion true,  
I whispered, as I turned away,  
" 'Tis FIRST to see you TWO!"

*Towhead*

10. DIAMOND

- 1—A letter.
- 2—A chart.
- 3—To saw again.
- 4—The Christ.
- 5—A person who travels in a public conveyance.
- 6—An artist.
- 7—A bet.
- 8—The objective case of "sne."
- 9—A letter.

Chicago, Ill. *Mentor*

11. TRANSDELETION (7)

What scaly "Denizen of the deep" is this  
so freshly drawn,  
From Columbia's whirling waters on it's  
way to spawn;  
Lies flapping in the boat a helpless captive  
of man,  
To be cleaned and boned and cooked and  
pickled and canned.  
"What's in a name," is an expression that  
true,  
Can well be asked here for I will show you;  
Just cut off one letter with a strong sturdy  
blow,  
From the name of the Denizen, the result  
lies below.

From a bending position, with a satisfied  
sigh;  
Stands straight the man, who with critical  
eye;  
Looks at his work, growing finer and grand,  
While on his white apron he wipes his  
hard hand.  
With mallet and chisel and light tapping  
blows,  
From his strong clever hands this work of  
art grows.  
Just think a little, of the description I've  
made,  
Then tell me what this man is by trade.

Baltimore, Md. *W. E. Madden*

12. SQUARE

- 1—The act of fondling or treating affectionately.
- 2—A crystalline compound derived from aldehyde, ammonia and hydrocyanic acid.

3—A plaything or implement intended to produce a rattling noise.

- 4—The privilege of entering.
- 5—Noiseless.
- 6—Variant spelling of the word "snath"

(New. Int.)  
Baltimore, Md. *Pat Tapsco*

13. ANAGRAM

LOAD HIM ABOARD ORIOLE TRAIN  
I surely would, if I were you,  
Travel on the Royal Blue.

Baltimore, Md. *Atlas*

14. SQUARE

- 1—A swindler.
- 2—A long-necked and long-legged wading bird.
- 3—To present arguments.
- 4—A course taken by any person in passing from one point to another.
- 5—To fall on the knees.

Scranton, Pa. *Arty Ess*

15. CHARADE (8)

(To Dan D. Lyon)

Say, boy, have you seen old Dan today?  
He rode a ONE down this TWO, they say.  
"I've seen old Dan on the TOTAL track,  
But he ne'er rode a ONE down the TWO or  
back."

Hawley, Minn. *Kappa Kappa*

To receive proper credit solutions to these puzzles must be in my hands by October 15. The answers, together with a list of the solvers, will be published in the November issue.

**Just between You and Me**

No. 7, the Initial Change, in this number, is a puzzle new to our department but very simple to understand. You take the word represented by ONE, cut off the *first* letter and substitute another letter in its place to make the word represented by TWO. For illustration take the word "Paid," cut off the first letter "P," substitute the letter "R" and you have the word "Raid."

Towhead, the author of No. 9, Charade, in this issue, is not only a veteran puzzler but a veteran railroad man. He holds a record of fifty-six years of unbroken service with the Chicago, Milwaukee & St. Paul Railway as telegraph operator and station agent and is now on the retired list, but, after forty-five years of puzzling, is still active as a puzzler at the age of 86. In every respect his is a record to be proud of.

No. 13 is a very neat anagram. When you take the letters of the sentence in capitals and transpose them properly you will bring forth an answer that will remind you of something very close to all of us. It is a thorough railroad puzzle.

Gem (Miss E. M. Graveson, Passenger Department, Cincinnati, Ohio) seems to be very much interested in our department. Among other things she writes: "We think puzzles sharpen the wits. One certainly learns much from them, both in

(Continued on page 38)



# Auditor Freight Claims Office Makes Merry at Picnic

By Nellie F. Collison

**S**TOP-LOOK-LISTEN!" was the slogan of the committee in charge of the big outing of our department at Miller's Park on Saturday, July 22. We did this and more, and just now are seriously sympathizing with every member who was absent.

Nature smiled upon us beautifully. The day was as rare as those W. K. days of June. For a few minutes only the elements flew into a rage at the sun's seeming selfishness, and deluged the earth with a shower that forced us picnickers to shelter. This little cloud was soon forgotten when the sun smiled again, and the delightful fragrance of nature's own "washed air" renewed our pep and the real picnic was on. The program was glorious. We doff our hats and bend low our heads to our chairman and his able assistants. Caterer Bopp also

did a wonderful job, and we are particularly anxious to advertise his arts and his wares.

The youngest of the kiddies, all the flappers, and rarest of all surprises, the "Ladies in Waiting" and the married men, were considered in the selection of prizes for the three-legged race, pie eating contest and running races—by lean men, fat men and men of all sizes. Smiles flit across our countenances as a result of mental visions, but the lean men, fat men and men of all sizes, flappers, maidens and all, they "should worry," for now they smile in their mirrors and see the ten years and more that have made a hasty exit.

Officials forgot their rank and surprised us "on the level." Right here we want to warn Comptroller Ekin and our friend "Andy," whose picture and that of Mrs. "Andy," we are exceedingly proud to offer

you for inspection, to get some real knowledge of the game of quoits before again challenging our "Boss" Schutte and gay Mr. Alrich,—who is pictured with Mr. Finch in a jazzy, terpsichorean pose. Mr. Alrich put to flight forever any belief we may have had in the Osler theory, and we believe with Uncle Joe Cannon in the joys of numerous "young summers" putting to rout a few hard winters.

Our "Andy" talked incessantly about his skill as a runner before the show began, but we found him very much absent when the ball game and running races were in progress. Of course, he excused himself by saying that the ground was slippery and that he was afraid of getting his feet wet, but we know the truth of the matter was a case of "cold feet."

The camera man made a good shot at "Boss" Schutte. Someone was trying to figure out the "glad smile." Quite an easy deduction for those of us who saw his right foot reaching out for an imaginary third rail and calling for "another bottle of Green River, please!"

Miss White was in the zenith of her glory;



"Boss" Schutte is at the top, center, as he should be. But the ice cream cone is a libellous fancy of the artist. It should have been a bottle. The names of others in the groups may be found in Miss Collison's interesting story of the annual outing of the Auditor Freight Claims Office



in fact, she made some desperate moves to stall the attempts of would be rivals. Jazz Babies wiggled their toes at the strains of "Oogie Oogie Wa Wa" and on the "Gin Gin Ginny Shore." The musicians made an early call, "to come and trip it as you go, on the light fantastic toe," and the Vernon Castles would have marveled at Mr. and Mrs. Geraghty. Their grace and beauty filled us with wonder. (Mr. G—, this surely should bring forth your stentorian tones until, at least, we have another opportunity to add to the size of your hat. You get us, don't you?)

The base-ball fans had the surprise of their lives and George Washington Ford wants Joe Bowden to know that the score was "six to nothing" in favor of the married men, otherwise "the derelicts." Poor Joe and Herbert Brown! Their only consolation is their challenge for another game after work—some day.

Ray English has picked up all kinds of enthusiasm since his "better half" made herself famous as a "pie eater." Jobs may be scarce without any consternation in that family; they have dreams of calling on Ringling Brothers in any event.

The losing contestants in the "Tug of War" claimed that the heavy-weights were all on the winning side, but they agreed that many pounds were equalized when Mill Dopman and Lil Prenger lined up side by side.

Otten Babendrier is boastful of her success as a runner. Most of us, after a casual scrutiny of this young lady, believe she walked to the goal. Anyway Otts did the stunt in a fashion that would have put the "god of flight" to shame.

We have touched only a few of the high spots, but enough, we believe, to make you understand why our sympathies are aroused for each of you who was not with us on our Big Picnic Day.

Waiter: Another bottle of Green River, please!

Such an event as ours naturally would leave the curious with some problems to unravel, and we would like to ask: Can anyone tell us why our good friend Robert, Accounting Division, was found isolated in the children's swings? Perhaps Mildred will explain.

Why all the commotion caused at Howard and Saratoga Steets by our friend E. Vincenti Stein? Was Green River or ginger ale responsible?

Our friend M. DePascal appeared somewhat peeved during the prize waltz. Will Madeline clear up this mystery?

#### Schedule of Games, Prizes and Winners.

Running Race—Children, age 6 to 9 years. (Girls)—Bracelet—Awarded to Marie Smith, Relay, Md.

Running Race—Children, age 9 to 15 years. (Girls)—Umbrella—Awarded to Margaret Ford, Lansdowne, Md.

Running Race—Children, age 6 and under. (Girls)—Parasol—Awarded to Florence L. Waters, 1220 E. Preston St.

Running Race—Children, age 6 to 9 years. (Boys)—Roller skates—Awarded to Russell Baker, 5003 Augusta Ave.

Running Race—Children, age 9 to 15 years. (Boys)—Fielder's glove—Awarded to Harry Miller, Jr., 1510 Moreland Ave.

Running Race—Children, age 6 and under. (Boys)—Novelty ball—Awarded to Austin Dopman, 421 N. Elwood Ave.

Running Race—Ladies—Leather purse—Awarded to O. Babendrier.

Running Race—Men—Gillette (Gold)—Awarded to F. Kress.

Three-Legged Race—Umbrella—Awarded to J. Bowden and M. Golden.

Pie Eating Contest—Girls—Tennis racket—Awarded to Mrs. Ray English.

Pie Eating Contest—Boys—Ball and bat—Awarded to Boyd Goslee.

Shoe Putting Contest—Roller skates—Awarded to Marie Smith.

Tug of War—Ladies—Candy—Awarded to the Misses Prenger, Dopman, E. Ball, L. Prenger, Neuman and L. Ball.

Base Running Contest (Thin men)—Fountain pen—Awarded to E. Stevens.

Base Running Contest (Stout Men, all sizes)—Fountain pen—Awarded to J. G. Brubaker.

Prize Bowling—High Score: Two Consecutive Games, for ladies and gentlemen—Lawn tennis shoes—Awarded to D. Streib and Grace Stanford.

Prize Waltz—Candy—Awarded to Mr. and Mrs. Geraghty.

## Baltimore and Ohio Railroad Accounting Association Entertained by Senior Vice-President Shriver

ON Saturday afternoon, August 5, the members of the Baltimore and Ohio Railroad Accounting Association and their families, with Senior Vice President George M. Shriver as their host, enjoyed a splendid trip on the Chesapeake Bay.

At 2.30 p. m. the jolly party boarded the tug "Latrobe," which, through the courtesy of the city of Baltimore, had been loaned for the occasion. The "Latrobe," by the way, is used to take the poor children of the city on the free excursions every Saturday during the summer. After a tour of the harbor, the boat pointed her nose seaward, and John Bopp, famous restaurateur of the Baltimore and Ohio Building, appeared on the scene with food enough for a regiment. There was sarsaparilla, ginger ale, fruit punch, ham sandwiches, deviled crabs, olives, potato salad, rolls, "hot dogs," apple pie, and ice cream cones—as much as you could hold.

Downstairs the deck was cleared, the jazz musicians came forth, and the young folks—they were all young folks—danced to their heart's content. The little folks ran here and there with their ice cream cones, and the big folks chatted and laughed, sang and—yes, we found one man asleep. High in the air around and around sailed a seaplane. The pilot of the plane could not be seen by those aboard the Latrobe, but it was learned later that he was very much on the job, finding out what the big party was all about. He carried with him a sort of combination ear trumpet, spy glass and X-ray machine. With this he was able to see and hear all that went on. When he went home that night, he told a little bird all about it, and the bird told—oh, well, it doesn't make any difference whom, but these are some of the things that he saw and heard:

H. Irving Martin, philosopher of the Relief Department, sagely observed that he saw a man wearing a seal-skin. Of

course, his hearers could scarcely believe their ears until he pointed out the wearer, Mr. Seal.

B. S. Mace, superintendent of insurance, was seen occupying the position of censor. Holding a newspaper before his face, his eyes followed the foot(steps?) of many a fair young dancer. Moreover, he was seen to shake his shoulders in an attitude unmistakable. Yea, verily, he was shaking a—, well, whatever it was, and so also was S. W. Hi F. L. Schepler gave a knowing wink, and J. F. Schutte resorted to the famous Green River.

Frank Thomas, disguised as The Shiek, paraded out on the floor and danced an Irish hornpipe. When "Bill" Donnelly got through showing his photograph to everybody, including the fishes in the deep, deep sea, he joined Mr. Thomas in an act entitled, "Why Women Let the Bread Burn in the Oven."

Hobart Smock, with his Glee-ers of the Glee Club, sunned himself in his ice cream trousers, chatted with the girls with one ear, and wondered what time he'd get home to his chickens (real ones) with the other. However, when he called the boys together for a performance, there was nobody left up on the upper deck to c—nk the fruit punch.

"How shall I hold my husband?" asked one good lady, whose worse half was busily holding a buttercup beneath a flapper's chin.

"Oh, just get a good rocking chair," advised another unfortunate, "pull him down on your lap. Then if your arms are strong and the chair will hold you, the rest is easy."

For a short while the dancing was dispensed with while the Association held a business meeting. S. F. Lollman, president, was in charge. As the members of the official family entered, the others began to sing, "Hail, hail, the gang's all here!" The big event of the meeting was the electing of honorary members, as follows:



# There Were Miles and Miles of Baltimore and Ohio Smiles on the "Latrobe," Baltimore City Ice-Breaking Boat, at the Excursion of Our Accounting Association on August 5



Photographs by G. B. Lucky

1. C. C. Glessner, general freight claim agent. 2. W. E. Rittenhouse, auditor merchandise receipts. 3. C. G. Pollock, auditor miscellaneous accounts. 4. Back row, left to right: Harry F. Reid, head clerk, Fuel Department; H. T. Beck, chief clerk to assistant auditor disbursements; J. W. Switzer, chief clerk to Assistant Comptroller Deverell; Edward Talbott, special accountant; J. F. Donovan, chief clerk to auditor disbursements; J. M. St. Leger, secretary to auditor disbursements. Sitting: Mrs. Harry F. Reid; Mrs. J. F. Donovan; Miss Rebecca Fennimore; Mrs. J. W. Sweitzer; little son of Harry Reid, and Miss Margaret Sweitzer. 5. Standing: Eugene La Motte, assistant chief clerk, Freight Claim Department; W. R. Heartt, chief clerk, Freight Claim Department; Frank Miller, head statistical clerk, Office Auditor Coal and Coke Receipts. Sitting: Mrs. LaMotte, Mrs. Miller and Mrs. Heartt. 6. When a fat lady told him to move over, Hobart Smock, leader of the Glee Club, looked like this



# Senior Vice-President George M. Shriver Played Santa Claus to the Party and He Was *There* with Everything but the Reindeer and the Snow



7. These are folks from the Office of the Auditor of Merchandise Receipts. Standing are Thomas Everitt, head clerk; H. H. Hohman, assistant chief clerk; F. C. Rutter, assistant chief clerk; R. G. Austin, head clerk. Sitting: Mrs. Everitt, Mrs. Austin, Mrs. Hohman, Mrs. Rutter, Mrs. Straughn, wife of head clerk. 8. A "Snap" of Mr. Shriver's smile during any one of the 18,000 seconds of the excursion. 9. A group of "Aunt Mary's" nieces and nephews. Right in front are Naudain Crawford Bowersock, daughter of chief registrar, Relief Department, and Joseph Renehan, Jr., whose daddy is in the Valuation Department. Second row, left to right are: Myra Gill, whose daddy is in the Freight Claim Department; Doris Eleanor, daughter of Charles Miller, Office of Auditor Disbursements; Margaret, daughter of Charles Kunkel, Office of Special Accountant Skilling; Ruth, daughter of George J. Jones, Assistant Comptroller's Office; Dorothy, daughter of Joseph Wheeler, Freight Claim Department. The three boys are: Douglas Landeman and Earl Mitchell, whose fathers are in the Office of the Auditor Merchandise Receipts, and Joseph Wheeler, brother of Dorothy. 10. J. O. McComas, assistant treasurer; J. W. Price, chief clerk to senior vice-president; Miss Sprankling; J. J. Ekin, comptroller; J. C. McCahan (standing) Office of the Treasurer; Mrs. Frank Thomas, wife of head clerk, Payroll Bureau. 11. The crew: Captain Haselback, Chief Engineer Danaker, Mate Dowden and Captain J. W. Byrd, of the "Annapolis." 12. Mr. and Mrs. John Bopp, who need no introduction; "the nearest way to a man's heart" is Mrs. Bopp's motto. 13. Miss Frances Milholland, daughter of assistant to senior vice-president, and "Andy" Hartzell, son of manager Commercial Development Department.

Photographs by G. B. Lutkey



Senior Vice President George M. Shriver and his assistant, F. X. Milholland; Comptroller J. J. Ekin and Assistant Comptrollers F. A. Devercll, W. D. Owens, and J. P. O'Malley; Treasurer E. M. Devereux and Assistant Treasurers T. H. Schultz and J. S. McComas; Auditor Passenger Receipts C. H. Poumairat and Assistant Auditor Passenger Receipts L. M. Grice; Auditor Coal and Coke Receipts L. A. Lambert and Assistant Auditor Coal and Coke Receipts W. B. Dudderar; Auditor Disbursements G. H. Pryor and Assistant Auditor Disbursements S. W. Hill; Auditor Merchandise Receipts W. E. Rittenhouse and Assistant Auditors Merchandise Receipts N. H. Davis and H. S. Maccubbin; General Accountant O. J. Rider; Auditor Freight Claims J. F. Schutte; General Freight Claim Agent C. C. Glessner; Auditor Miscellaneous Accounts C. G. Pollock; Chief Travelling Auditor Q. E. Turner; Assistant Treasurer and Transfer Agent (N. Y.) R. B. Luckey; General Paymaster P. C. Swein; Chief Engineer Adjustment Division L. G. Curtis; Valuation Engineer Jenks

B. Jenkins and Assistant Valuation Engineer H. B. Dick; Superintendent Relief Department W. J. Dudley and Assistant Superintendent Relief Department W. M. Kennedy; Medical and Surgical Director Dr. E. V. Milholland.

After initiating the aforesaid persons, it was moved and seconded that a committee be appointed to purchase the "Latrobe," and invite those present to make their homes thereon, for nobody wanted to go home.

"Mrs. Frank Thomas believes in Ice-Cremation" said Mr. Martin, adding that "When her husband gets through with wearing her hat, she'll have no overhead expense left."

Captain Haselback and his crew—Chief Engineer Danaker, Mate Dowden, and Captain J. W. Byrd, of the "Annapolis"—decided that it was time for the happy sailors to return, so they turned the "Latrobe" shoreward, Baltimoreward. All landed, safe and happy, at twilight, and everybody voted that Mr. Shriver's party had been the best ever.

life by Mr. Perkinson; we shall all be better for the memory of him who has now been called to his Eternal Reward.

Unswerving in his loyalty, Mr. Perkinson was on almost constant duty from July first until the sixth, when pneumonia was contracted and he was removed to the hospital, death following three days later. To Mrs. Perkinson, and her children, James, Thomas, John, Catherine and Mary, we would say that their loss is also the world's loss. But knowing that God in His wisdom has called our beloved to his reward, let us take solace in the prayer "Eternal rest shine upon him, Oh Lord; may he rest in peace, Amen."

Funeral arrangements were in charge of the Knights of Columbus, of which the deceased was a member. The pallbearers were George P. Ways, Joseph H. Reinhart, F. A. Wolfhope, G. Frank Messman, Patrick D. Harvey and Joseph J. Carney. Following the hearse were two hundred Knights of Columbus, in charge of Robert Davis and Thomas Conlin, followed by about two hundred and fifty of his former Baltimore and Ohio associates. The line marched to the Queen City Depot where the body was deposited in the private car of Vice-President Galloway and attached to Train 12 to be taken to Mechanicsville, N. Y. for interment.

The body was accompanied by the family and by Thomas E. Grindell, chief clerk to the master mechanic, and Griffin A. McGinn, chief clerk to the superintendent. These represented Superintendent VanHorn and his staff.

### A New Feud (?) Started

AN interesting game of baseball was played between the boys of the Statistical Bureau and those of the Comptroller's Office on Friday, July 28. The final score was 18 to 9 in favor of the Comptrollers. Home runs were made by Schacker, of the Statistical Bureau, and Schuppner, Warner and Luber of the Comptrollers. A two-base hit was made by Deal. The umpires were Rider and Dixon. The totals are as follows:

	I	2	3	4	5	6	R	H	E
Comptroller . . . . .	1	10	3	1	3	x	18	13	0
Statistical Bureau	5	1	0	2	1	0	9	10	2

The Balto. Heigho Means—"Let's Go"  
 No matter where She'll get you there,  
 In as "comfy" time As competing line;  
 With "comfy" cars and courtesy, too,  
 On any train whether local or through.  
 A ticket will prove this and bring a smile  
 To think what you've missed on your way  
 all the while.

Engineer Harry Franks, Dayton, Ohio

## The Late Master Mechanic T. F. Perkinson of Cumberland

By John J. Sell

MAGAZINE Correspondent

THE sad death of our beloved master mechanic, Thomas F. Perkinson, on Monday morning, July 10 at the Allegany Hospital, Cumberland, after three days illness, cast gloom over our entire city. Mr. Perkinson was not only beloved by every man and woman in our great Railroad family who knew him but was so well known and respected throughout the city that a throng of mourners two blocks long attended his funeral and made memorable impression on those who witnessed this procession of grief.

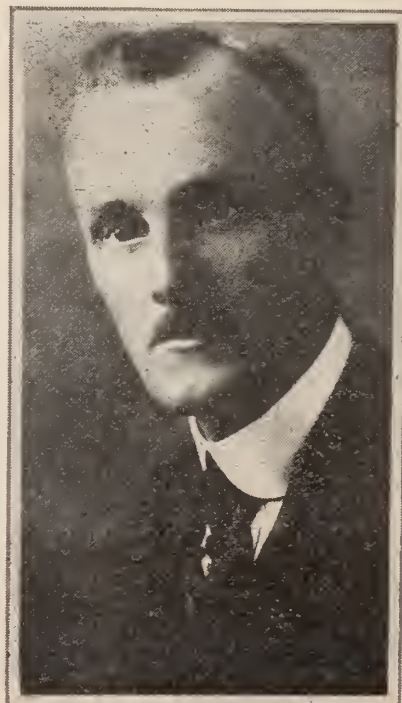
Mr. Perkinson was an officer on the Cumberland Division for eight years, coming to Keyser as assistant master mechanic in 1914. On August 1, 1915, he was transferred to Grafton as master mechanic. He went to Baltimore in 1916, but returned to Cumberland, in charge of Motive Power, in 1918, when T. R. Stewart was transferred to Mt. Clare Shops.

As master mechanic of the Cumberland Division, Mr. Perkinson was all that the word implies. He was master of every situation, dynamic, forceful, yet possessing and always finding time to use the greatest of gifts; his knowledge of human nature. Regardless of position, the man that approached this kindly official was sure to find a sympathetic ear and could count on receiving counsel that always made the way clear. The expressions of condolence by the shop craft committees from Keyser, Cumberland, and Martinsburg were augmented by those from employes in all lines and from civic and fraternal bodies.

As a member of the official council of the

Baltimore and Ohio, Mr. Perkinson stood second to none. True to him in death as in life, Vice-President Galloway left no stone unturned trying to ease the great loss the family suffered, and ordered his business car, the 912, to Cumberland and placed it at the afflicted family's disposal.

The constant procession of his friends showed the respect we all hold for true Christian ideals as exemplified throughout



The late T. F. Perkinson



## Baltimore and Ohio Relief Department Convention Held in Cincinnati June 22 and 23

By George R. Ball, Delegate

THE convention was called to order by George G. James, member of the Advisory Committee. The credentials of delegates were examined and absentees noted.

Superintendent Dudley was called on for the opening address. He enlightened us on a great many things concerning the Relief Department's work and also on the duties of the delegates at the convention. He also answered a good many questions asked him and the membership showed their appreciation by applauding greatly.

Dr. E. V. Milholland, medical and surgical director, was also present and made a good talk on the subject of the health of our railroad men. He, too, was applauded.

Next in order was the appointment of three tellers: H. W. Auld, Thomas J. Mylet and John F. Maloney.

The election of permanent chairman being in order, several nominations were made and after several ballots were taken, George G. James received the largest number of votes cast, and was declared elected. We could not have elected a better man. He is cool and level-headed, and always ready to give each and every man his turn.

Thomas J. Andrews was elected assistant chairman. Next in order was the nomination and election of a secretary. Several nominations were made and Miss Elizabeth

A. Lucy, statistician from Pittsburgh, was elected.

Next in order was the election of one member on the Operating Board. W. L. Pross received the largest number of votes cast and was declared elected. The Convention was adjourned at 11.59 a. m.

Promptly at 2.00 p. m. the meeting was resumed, Chairman George G. James being in the chair. Roll was called and absentees noted.

The election of two members of the advisory committee being in order, many were nominated. On the first ballot J. W. Warner was elected. Then several more ballots were taken and George G. James was elected.

The Convention adjourned at 5.00 p. m.

The people of Cincinnati entertained us nicely. They gave us free admission to the Park and also to the theatre, and we enjoyed both very much.

Convention was called to order at 10.00 a. m., June 23; Chairman George James in the chair. Roll was called and absentees noted. Several nominations for members of the advisory committee from the Maintenance of Way Department were made and after a considerable number of ballots were taken Carl W. Gordenberger and Morris D. Crowther were declared elected.

Before bringing the convention to a close Mr. Dudley was again called upon for a talk.

I cannot conclude this report without expressing my own thanks for the pleasant hospitality that was shown me, and I feel sure that this also is the feeling of all the other delegates.

### Relief Department A Good Friend

Johnstown, Pa. May 15, 1921.

Mr. W. J. DUDLEY, Superintendent  
Relief Department  
Baltimore, Md.

Dear Sir: This will acknowledge receipt of your letter under date of April 20, 1921, enclosing the following: policy of fire insurance in force, judgment bond, abstract of title.

At this time I desire to express my sincere appreciation of the courtesy and interest you have at all times displayed in my behalf and to assure you of my gratefulness for the plan which enabled me to own my home.

Thanking you, I am,

Very respectfully,

(Signed) JACKSON R. DRISCOLL,

Yard Conductor

#### Some Sight

Teacher: "You dirty boy, you. Why don't you wash your face? I can see what you had for breakfast this morning."

Bob: "What was it?"

Teacher: "Eggs."

Bob: "Wrong. That was yesterday."

—Partners

## These Pictures Suggest Reasons for Joining the Baltimore and Ohio Recreation Association



Hip, Hurrah, and Away We Go! Come on, Everybody!

All Baltimore employees are invited to join the newly-organized Baltimore and Ohio Recreation Association, whose members, on Mondays, Wednesdays and Fridays of each week, close up their desks with a bang, seize tennis racquets, sweaters, gym suits, and make a bee-line for Homewood. Here, under the direction of Athletic Director Kistler, they get into the real playtime spirit as is shown in the pictures above. 1-A tug of war by two "nines." 2-You may see him do this "most any day." 3-Two of the girls' basket-ball teams. 4-Secretary-treasurer Shipley shows us how well-balanced he is. Be on hand next week at 6.15 p. m. and we'll show you how to enjoy real fun



## "Safety Jack" Perin Retires

*Is Given a Handsome Watch by Mates in No. 2 Shop, Mt. Clare*

*By Mollie S. Albrecht, Secretary to Superintendent of Shops  
Mt. Clare*

ON April 15, at 3.20 p. m., John O. Perin, known as "Safety Jack," machinist, No. 2 Machine Shop, was pensioned. As a token of esteem from the men of No. 2 Shop, Mr. Perin was presented with a beautiful gold watch, which was suitably inscribed to make him ever remember the occasion.

Mr. Perin entered the service of the Baltimore and Ohio Railroad Company as a machinist apprentice, on July 26, 1875. He has been actively engaged ever since in making his service with the Company one that will always be remembered, and one of which he can well be proud. Forty-seven years of continuous, unselfish service to the Company and to his fellow-men!

"Jack" Perin has been one of the unique figures around Mount Clare, and we are proud to say that he is known by practically all our employes; when we say "Safety Jack," or just plain "Safety," everybody knows just whom we mean! He is a man who is always willing to help everyone with whom he comes in contact; he is always ready to encourage the apprentice and to help him along, as he has not forgotten his own apprentice days. During Mr. Perin's years with the Company, whenever any employe saw some unsafe condition, he would run to "Safety Jack," and you can just bet your last dollar the condition would be remedied at once.

Mr. Perin ran the radius machine in No.

2 Machine Shop for forty years and his friends maintain that this is a record which cannot be beaten by any mechanic on the Baltimore and Ohio System. It is little wonder, therefore, that when the Safety movement began to take serious hold on the railroads about ten years ago, and the General Safety Committee was looking over Mount Clare for men to build strong Safety foundations, they picked "Jack" Perin. On this Mr. Perin says:

"Nothing more beneficial to the railroader has ever been brought about than the Safety work waged during the last ten years. I knew nothing about it until put on the Mount Clare Safety Committee, but when I saw the good which could be accomplished by it I jumped into the work heart and soul. In fact my interest in it may be seen from the fact that although it was customary to have Safety Committeemen serve for six months only, I was kept on the committee for four years. I am also



"Safety Jack," his home, and seen as two cartoons pictured him in former issues of the Magazine



proud of the fact that several years ago an official report on Safety stated that No. 2 Machine Shop in Mount Clare was the best safe-guarded railroad shop in the United States."

Mr. Perin has been independent in thought and action during his entire life. Not always has he followed the majority. On this he says:

"The Baltimore and Ohio has been a considerate and square employer to me. I have never had any fault to find with a single officer on the railroad and, despite the fact that I have often been in a minority among my fellow workmen on questions of employer-employee relationship, I believe that my attitude has never cost me a true friend among them.

"I have always tried to be honestly helpful to all those associated with me and to play the game squarely at all times, and I could ask for no better proof of my good judgement than this beautiful watch inscribed from my shopmates at No. 2 Shop."

Mr. Perin and his wife live in the attractive home shown in the picture, situated at the corner of Wilkens Avenue and Pitcher Road. The Relief Department loaned him a part of the money with which to secure this home.

His wife and two daughters are living

and of his grandchildren, two of the boys are employed in the Annex Building. One of the daughters, a widow, is in another department in the service.

Mr. Perin is Past Master of Millington Lodge, A. F. & A. M., Past Grand Patron for the State of Maryland, Order of Eastern Star, and Past Counsellor of the Jr. O. U. A. M.

Although Mr. Perin has withdrawn from active service with the Company, he still pays us numerous visits, and is active in the Veterans' Association.

All Mount Clare joins me in saying that we are mighty sorry to lose our "Safety Jack," but we hope his pension days will be full to the brim with happiness, and a big share of it!

## What's in a Building?

### *A Description of the Beautiful Main Corridor Marbles of the General Office Building*

WE all know that little girls are made of "rice and spice and everything nice," and that little boys are made of "nails and snails and puppy-dogs' tails," but did you ever stop to wonder what the big Baltimore and Ohio Central Building, where all of these nice little girls and naughty little boys go to work every day, is made of? Well, if you never thought seriously about it, take a good look at the accompanying picture which was made in the lobby of the Central Building at Baltimore.

First of all, you will see Veteran "Judge" Holmes, news vendor of the Building, selling a paper to our old friend, C. M. Heany, superintendent of buildings. Spread

about on the stairway are the papers and magazines, whose attractive covers, together with the "Judge's" smile, invite our employees to buy.

Mr. Holmes was in service at the Tin Shop, Mt. Clare, for fifty years. He says that he is younger than ever, now that he can get around with the girls and boys of the Railroad again. When asked about his age, Mr. Holmes said:

"I had a birthday the other day, July 28. Somebody sent me a lovely bouquet of flowers. One of the girls in the Building who stopped to get a paper, admired my flowers. 'Yes,' I told her, 'this is my birth-

*(Continued on page 35)*



"GRANDPA" HOLMES MAKES A SALE

Left, C. M. Heany, superintendent of buildings; right, W. T. Holmes, newspaper salesman, Baltimore and Ohio Central Building, Baltimore, Md. Note the various kinds of marble which are shown in the beautiful corridor background



# Women's Department

Edited by MARGARET TALBOTT STEVENS

## A Good Start for Billie

JUST a few more days and Mother will be dressing little Billie in his best linen suit and starting him off for his first day at school. How strange it will seem for "my baby" to be running along with the older boys and girls on that dewy, sunshiny morning! And how lonesome the old house will feel without his laughter and his "Muvver, where does the sun go when it goes down?" and all of the other little questions that Mother is accustomed to hearing! Yes, she would like to keep her baby at home, but Billie is growing up. He was six years old last week, and now he must begin his education.

Billie's mother and I have talked it over. She is going to accompany her little son to the schoolhouse on that first day. And why? Well, let's see.

Marie Bonnier (that's the mother's name now) was once a teacher herself, and she realizes the importance of many things that mothers do not always think of. To begin with, she thoroughly believes in seeing that her children go to school on the very first day. This day is even more important than the next, or any day a week hence. This is the time that the teacher outlines to the children their work for the following term. This is the day that she learns the names of the little people. She gives them their new books; she learns something of their characters; she assigns them to their desks; this is the day that she makes friends with them. If children are to spend the best part of their day with the same person, it is necessary that they make friends with her, and there is no better time than the first day for this.

Above all, it is important, from a standpoint of attendance, that children be present on the first day. Marie recalls a serious mistake that she made two years ago, when she kept Gordon, Jr., her eldest, and little eight-year-old Ruth with her at the seashore until the first day of October.

School had begun on September 16. When they returned from their vacation, Gordie and Ruth were rather indifferent about entering their classes where the other children had had a two week's start ahead of them. They went to school on Monday. On Tuesday morning, however, they both decided that they didn't want to go. Their lessons were too hard; they might as well wait a few days longer anyway, as the teacher hadn't all of their books for them. She had sent in her book order during the first week, and as she had been told to

economize as much as possible, she had not ordered more than had been necessary at the time. Besides, there were so many rules that Marie and Gordie didn't know about. Why, yesterday Gordie got ten demerits because he had broken a rule which the pupils had been told all about on that first day. Of course, after a talk after school, the teacher had agreed to take off the demerits; nevertheless, Gordie had been made ashamed before the other pupils, and no amount of explanation would make them forget. No, decidedly, he and Ruth did not want to go to school. Besides, Ruth suddenly developed a headache. She was quite sure that she would die if she went to school.

After much persuasion, and even after threatening them with the loss of a trip to the country on Saturday, Marie finally induced them to start off. Great was her dismay, however, to be visited by the truant officer on Thursday, and to be told that both Ruth and Gordie had been absent since Monday.

It was nearly two months before Marie got the children fairly started to school regularly and in line for their regular school duties. After an absence for the first few days, it became so very easy for them to fall into loose habits of attendance and deportment.

There is a new teacher, Miss Williams, in the Primary Department of Cleveland School this year, and Marie knows how important it is that she should speak a word of cheer and encouragement to the little girl who is going to take charge of Billie's education. Oh, didn't you know that teachers sometimes need encouragement? Why, bless your soul, when some of those girls, just out of the normal or training school, take charge of a school of their own, they are half-frightened out of their wits. Not that they do not have sufficient training to take care of a roomful of children properly, but just the very fact that they are sensitive to the first day's criticisms of their children. What impressions of their teachers will they take home to their parents?

Johnny Blank takes his new book, ties a string to it, and goes fishing over the back of his desk while Miss Williams is endeavoring to teach a little song. The other children giggle. Miss Williams tells Johnny to come up and sit on her platform until the song is finished. Johnny is already prejudiced against the new teacher because he has heard it said at home that she is too young

to teach children. He decides not to go to the platform, just to see what she will do. Miss Williams comes down to his desk and asks him once more, gently but firmly, if he will go and sit on the platform. Again Johnny refuses. Then Miss Williams takes him by the hand and helps him along; or, she sends for the principal; or, she applies one of the many other rules which she has used in training school. Oh, yes, she finds that her rules work out sometimes, but that she has many adjustments to make before they fit certain stubborn little people.

Johnny sets up a wail, and his schoolmates sympathize with him. On, they hate that new teacher! They cannot see why she wants to act so mean. Why, Johnny wasn't doing a thing, 'cept tying a string to his book! Nine chances out of ten, Billie will get into the same spirit as some of the others, so that when he goes home that afternoon, he will tell his parents that he hates Miss Williams; that she's awfully mean, and that she pulled Johnny Blank out of his seat and made him cry. Now, how much nicer it will be if Billie's mother and Johnny's mother go to school on the first day so that they can get the correct impression, see the real situation for themselves. It is the personal contact of mother and teacher that brings about fair play in the child's education. If Johnny Blank's mother is there, she will see how her boy behaves, and will be able to help the teacher by correcting him in her own way when he gets home. If mothers would visit the school oftener, in a spirit of friendliness, there would be much less chance of their being sent for later because of their children's misdemeanors. The child himself would feel that the mother is cooperating with the teacher, instead of with him against the teacher, and there is no doubt but that he would do less to try the teacher's patience, thereby wasting less of her valuable time, and his.

Marie has decided to tell Miss Williams all about Billie's little peculiarities, so that she will know better how to deal with the youngster in case of misbehavior. If Miss Williams is wise, and I know she is, she will make note of these things. Nearly all teachers keep notebooks of the peculiar characteristics of their children, for these help them in dealing with other children whom they may teach in years to come.

A mother once came to me and told me that her boy, who was then in my sixth grade, hated school; that he had made trouble for every teacher that he had had, because of his stubbornness. She said also, however, that I might be able to appeal to Edward's curiosity.

On the blackboard on that first morning, I began to write a list of subjects, to be used for compositions, beginning with the eighth grade, and going down (there were three) to the sixth. I was just about to write a subject opposite "Sixth Grade—", when up jumped Edward, the only sixth grade pupil in the school:

"You needn't put any subject down for



me," he said, "for I don't write compositions."

"Oh, you don't?" I asked, completely taken "off my feet."

"No, ma'am, I don't! No teacher ever made me, and I know you aint going to!"

I took my eraser and rubbed out the few letters that I had written.

"Well, then, I don't believe I shall waste my time in trying to *make* you do it either. I had a fine subject for you, but, of course, it would be useless to tell it to you since you're not going to write it."

Ed ward's surprised expression was comical to see.

"What is it?" he asked. Thank goodness! It was his curiosity, then, that I could appeal to.

"Never mind."

"Aint you going to tell me?"

"Not until you're ready to write the composition."

I wondered if that had ended it. It

hadn't. At recess and again after school he came to me to ask what his subject was. I refused, gently, but firmly, to tell him. Several times the next day he came. Still I held out. On Thursday he came again, but I would not tell him. On Friday he came again, saying that he might write it if I would tell him; in fact, he thought that he would. Yes, he would, really and truly. Didn't I believe him? I did. Then I told him to forget the composition for a minute while I talked to him about something else. Did he know anything about the oyster industry in the Chesapeake Bay? He did. He began telling me all about it, but he hadn't gone very far when I stopped him, saying that this was what I wanted him to write about. He was quite surprised, in fact he laughed aloud as he told me that he knew "dog-goned nearly a bookfull" about that, for his father was a "Cap'n" of an oyster boat. He'd never written a composition since he was in the third grade, but he'd try. I thanked him. (How he

had passed through the grades without composition work, I never knew, but I suppose it was because he was exceptionally bright along other lines.) He wrote the composition and brought it in on Monday, a well-written theme, five pages long. From that day on I had no more trouble with him. And why? Because his thoughtful mother had told me how to get the better of him.

Marie attends all of the Parent-Teacher Association meetings, for she knows how much they help. Here the parents discuss the teacher's problems, including deportment, the needs of the pupils and of their teachers, and the condition of the school and its grounds. Ofttimes, too, the teacher is able to help the parents. Marie also goes to the school's entertainments and exhibitions, for there is nothing that will encourage her children and their teacher more than to have Mother praise their little attempts. Encouragement, to most children, means a spur to greater labor, although to some in



#### HAVE YOU KNITTED YOUR SIX SWEATERS?

These Baltimore and Ohio girls at Baltimore are members of the Knitter Family from Knittersville, Angora Islands, where wool and floss run in rivers and where knitting needles are used as forks. Seriously speaking, however, these sweaters were simply and easily made. Sweater No. 1 decorates Lillian Foster, stenographer, Scales and Weighing Bureau. It is of a vivid red with white angora collar and cuffs. No. 2, which enhances the beauty of Dorothy Lippy, Multigraph Department, Mt. Royal Station, is of white silk-and-wool, drop stitch, with a ribbon run around the top. "Lou" Clarke, wearing sweater No. 3, doesn't need the daisy pinned on her sweater to let us know that she herself is that kind of a blossom. This sweater is of the "knit a row, purl a row, and turn it on the wrong side" variety. Lou is a stenographer, Transportation Department, as also is Edith Coplan, who wears sweater No. 4. Edith's sweater was knitted by Genevieve Wright, chief multigraph operator, Mt. Royal Station. It is of apricot Shetland floss, knitted plain on those large needles. A sweater like this can be made in the time you have left over from two or three lunch periods. Elizabeth La Fevre, Auditor Disbursements Office, wears the charming little sweater No. 5, made in a lovely shade of blue silk-and-wool. She knitted six rows, then did that cunning little drop stitch. If you need any further directions about these sweaters, we are sure that these girls will be glad to tell you more. In the meantime, if you have made a sweater in a style different from any of these, let us have a picture of it—with you inside



the upper grades it means a slowing up in their endeavors; they sometimes get the idea that they have entered some kind of a state of perfection, wherein further work is unnecessary. The teacher, however, will be able to overcome this by putting the

child up against some problem that is a little too much for him. Marie is never afraid to encourage, for mother's and daddy's encouragement mean more to Billie and his older brother and sister than anybody's in the whole world.

## Frocks Built in Accordance with the Smartest Decrees of Fashion

By Maude Hall

**T**HE accent is placed on simple, graceful lines in frocks built in accordance with the latest decrees of Paris. Interest centers about the Russian and Egyptian embroideries, Spanish laces, Grecian draperies, etc., yet the keynote of all of these marvels of the French couturier's art is simplicity.

A smart straight-line one-piece frock in navy blue satin crepe has flowing sleeves and side panels of cherry chiffon cloth with polka dots of dark blue. The sleeves are cut in one with the side-fronts and side-backs of the blouse, so that when the front and back sections are added they have the effect of applied panels.

Foulard silk has a fixed place in the modes for summer. It is the one material of moderate price which seems to meet the demands of all tastes. A figured foulard with background of fawn and designs in navy blue and green, is fashioned in one piece, the low waist-line being indicated with a soft belt. At the sides are cascade panels of plain material—preferably Georgette crepe, with picoted edges. The kimono sleeves are extended with deep puffs of the Georgette, slit through the center and finished with a picot.

### Distinctive and Durable

The tailleur has a definite place among the fashions for all seasons, and for mid-summer one sees this advance model in sports silk. The single-breasted jacket is amply supplied with pockets and falls well to the hips. The skirt is a straight gathered model with straight belt. Medium size requires 5 yards 40-inch sports silk.

PICTORIAL REVIEW JACKET No. 9998.  
Sizes 34 to 44 inches bust. Price, 35 cents.



JACKET  
9998  
SKIRT  
9905

SKIRT No. 9905. Sizes, 24 to 36 inches waist. Price, 30 cents.



Radium Silk and Crepe

Of much importance in the development of semi-formal frocks is the contrast between blouse and skirt, though the material of one often trims some part of the other. Here the blouse of radium silk or large patterned design is unusually long-waisted and attached to a skirt of charmeuse satin. The satin forms deep bands on the large, full sleeves and binds the slashed front and round neck. Medium size requires 2½ yards 40-inch radium silk and 2 yards 40-inch satin.

PICTORIAL REVIEW DRESS No. 1030.  
Sizes, 34 to 48 inches bust. Price, 35 cents.

**WOMEN READERS!**

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md."

Try our pattern service—five days from day you mail order to day you get pattern.

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DRESS 1174

DRESS 1209

DRESS 1207

DRESS 1200

DRESS 1217

35c each number



## Lesson in Home Dressmaking

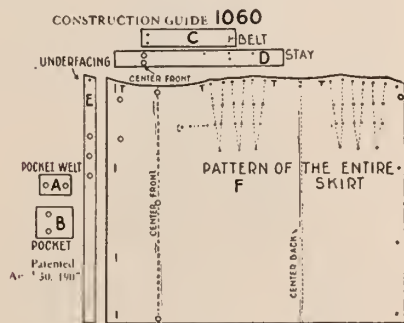
The "Wrap-Around" Model Offers Variety in the Realm of the Separate Skirt

THE "wrap-around skirt" made of fringed tweed is one of the smartest modes of the moment. It is exceedingly simple to make, requiring but a few hour's work. The model pictured is gath-



The model requires 1 3/4 yards of tweed 44 inches wide. To cut, lay the material open on the cutting table, right side up. Place belt on tweed with edge having single "T" perforation on a lengthwise or crosswise fold and remaining pieces with lines of large "O" perforations on a lengthwise thread of material. Cut only one each of sections F, E, D and A. Place pieces of material as shown in the cutting guide, keeping right side of material up.

Begin the making of the skirt by forming dart-plaits at sides, bringing together and basting along the corresponding lines of small "o" perforations. Terminate the darts at the single small "o" perforations and stitch invisibly on the under side. Gather skirt at upper edge between "T" perforations. Adjust underfacing to position underneath the right front edge of skirt, with the outer edge of underfacing along the line of slot perforations in skirt.



ered in front and back, with dart-plaits at the sides. The right-front edge of the skirt may be turned under for a hem or allowed to extend, and fringed. If the skirt is desired fringed, draw out the threads at the lower edge, one at a time, to the desired depth. Make the fringe at right front end of skirt, drawing out the threads as far as the line of slot perforations.

Lap right front of skirt over the left, bringing line of slot perforations to corresponding line of single small "o" perforations and stitch to position along the back edge of the underfacing, from the lower large "O" perforation in skirt to the lower edge.

Finish above large "O" perforations for closing.

Adjust stay to position underneath the skirt with two large "O" perforations at center-front, double small "oo" perforations at center-back and bring the single small "o" perforations to the folded edges of plaits nearest center-back. Stitch upper edges of skirt and stay together and close stay at left side of front.

The pocket may be omitted, if desired, or a patch pocket substituted for the inserted one. The belt is arranged around the waist with upper edge a little above the top of the skirt.

SKIRT No. 1060. Sizes 34 to 36 inches waist. Price 30 cents.

DRESS No. 1174. Sizes 34 to 50 inches bust. Price 35 cents.

DRESS No. 1209. Sizes 34 to 50 inches bust. Price 35 cents.

DRESS No. 1207. Sizes 34 to 50 inches bust. Price 35 cents.

DRESS No. 1200. Sizes 34 to 50 inches bust. Price 35 cents.

DRESS No. 1217. Sizes 34 to 44 inches bust. Price 35 cents.

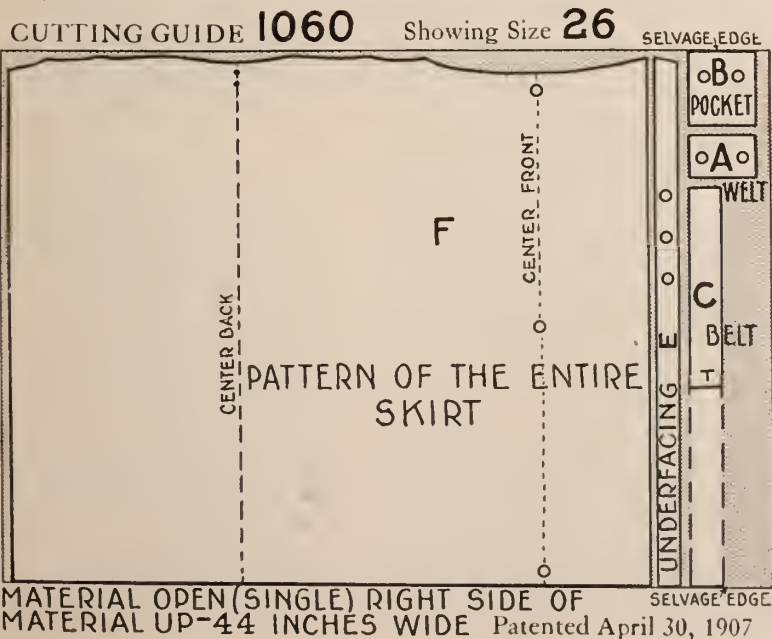
### Wearable and Easily Made

With a wearing quality that is remarkable and a style feature that is undeniable this bloomer dress is equal to the serious phases of play. Checked gingham is used for the dress, while plain material supplies the trimming band on neck, sleeves and lower edge, also the bloomers. The bands are put on with blanket-stitch embroidery in one of the colors of the check. Medium size requires 1 1/4 yards 36-inch checked, and 1 1/2 yards 32-inch plain, gingham.

PICTORIAL REVIEW BLOOMER PLAY DRESS No. 9305. Sizes, 1 to 4 years. Price, 30 cents.



9305

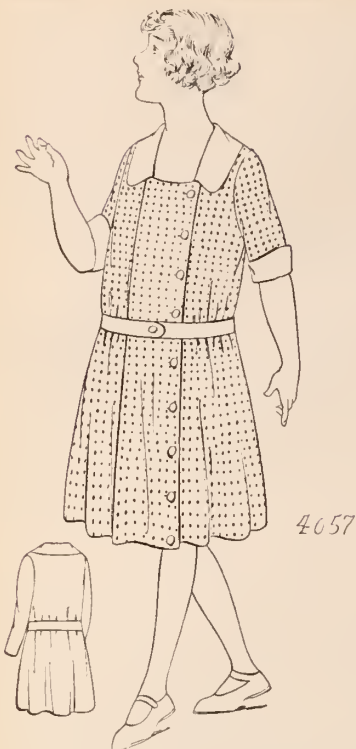




A Comfortable House or Home Dress

4081. Long waisted effects still prevail, as this style shows. It is nice for tub silk, gingham, voile and also for taffeta, gabardine and crepe. Blue and white checked gingham is here portrayed with bandings of blue chambray and organdy for collar and cuffs. The sleeve in wrist length is fitted with a dart.

The pattern is cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 5 3/4 yards of 32-inch material. The width at the foot is 2 3/8 yards with plaits extended. Collar and cuffs of contrasting material require 3/4 yard 32 inches wide.



Girls' Dress

4091. This is a splendid warm weather frock, and one that may be worn with a guimpe on cool days. Cretonne in red and



A Popular Style

4088. Here is a simple sleeveless style, with a neat guimpe that may be finished with wrist length or three quarter length sleeves. Plaid gingham is used for the dress and voile for the guimpe. This style is nice for tub silk, for crepe and gabardine.

The pattern is cut in four sizes: 6, 8, 10, and 12 years. A 10 year size requires 2 1/8 yards for the guimpe and 2 1/4 yards for the dress of 32-inch material.



A Good School Dress

4057. Dotted percale and white linene are here combined. This style is nice for all wash fabrics and also for serge, tricotine, homespun, or taffeta. The sleeve may be in wrist or elbow length.

The pattern is cut in four sizes: 8, 10, 12 and 14 years. A 10 year size requires 4 yards of 32-inch material. The dress may be finished in coat style as the closing indicates.



blue tones is illustrated with binding of black sateen. Crepe and linen are also good for this style.

The Pattern is cut in four Sizes: 2, 4, 6, and 8 years. A 2 year size requires 1 1/2-yard of 32-inch material.

A Dainty Tub Frock

4080. Tissue gingham or wash silk would be pretty for this model. As here shown checked gingham and organdy are combined. The sleeve may be finished in wrist or elbow length.

The pattern is cut in three sizes: 16, 18 and 20 years. An 18 year size will require 6 3/8 yards of 32-inch material. The width of the skirt at the foot is about 2 1/4 yards.

NOTICE

Any pattern on this page only mailed to any address on receipt of 12 cents in stamps. Use the blank on page 32, or send in your name and address in full on another piece of paper, giving numbers and sizes of the patterns desired.



## What's in a Building.

(Continued from page 29.)

day.' 'Oh!' she exclaimed, 'Isn't that funny? Why it's mine, too.'"

"'You don't say!'" says I, 'Now, then, let's tell ages. I'm just seventy-four today. How old are you?'"

"She hasn't answered me yet."

Now for the background: The white marble for the steps on which the papers are lying came from sunny Italy. From the far-away Scandinavian Peninsula came the marble, also white, that forms the handsome balustrades that support the stairways. This is known as Norwegian marble; it also forms the walls of the downstairs hallway. Upstairs we find the Italian marble again.

The yellowish-white wall panels which peep at us from here and there came from the Island of Syros, Greece. This Grecian marble is also found in artistic little inlays about the corridor. The ancient kingdom of Numidia, in Africa, is one of the oldest marble yielding countries of the world. Its marbles are conspicuous for their red and yellow colorings which we see in the borders around the flooring of the corridor. Surrounding this and around the base above the floors, we find a marble, intensely black, and forming a striking contrast to the lighter colors. This comes, not from far distant lands, but from our own state of New York, and is known as Glen Falls marble. This black, fossiliferous substance is found in the northern section of the state. It takes a fine polish and is comparable to the famous Irish Black. Harmonizing with and between the black borders on the walls we see an attractive mixture of black and green marble, this being from Tinos, Greece.

After you have bought your Evening Sun or News or the Saturday Evening Post from "Grandpa" Holmes, walk out the Charles Street door and look up at the handsome figures representing Commerce and Labor, above the doorways. These figures and the sides of the building up as high as the third floor are of granite, brought from North Conway, New Hampshire; the fourth story and those above it are of limestone from Bedford, Indiana.

## Solomon B. Sponseller

By H. B. Kight, Ticket Clerk, Keyser

Solomon B. Sponseller was born on March 3, 1857. At the age of 23, he came to the Baltimore and Ohio as a carpenter. In this position he has remained, a faithful and loyal employe, for 42 years.

Mr. Sponseller's first work with the Company began on October 15, 1880, when he was taken in with a gang of carpenters who were taking down old wooden bridges and building more modern and up-to-date ones, using steel girders. These were

bridges Nos. 6 and 7 on the H. F. A. V. Branch. In the latter part of November and December 1880, and January, 1881, he helped to install steel girders for the bridge that spans the South Branch river, below Green Spring, later doing small repairs to other bridges along the line. It was while he was stationed at New Market, Virginia, that he was called to Locust Point to assist in putting in the main braces and raising the tops over the 85 foot bins of an elevator which had been damaged by fire.

Seventeen hundred men were employed on this job, and the work done by Mr. Sponseller gained for him a foremanship over a force of men, located at Harpers Ferry. His job was to reinforce all bridges in that territory with trestles and truss work. When the laying of the track up the Green Spring Valley was going on, his forces worked right ahead of the track laying forces, building bridges over the 47 openings that lined the 16 miles of roadbed. His gang was housed in a portable house 16 x 32, which was moved whenever necessary. Mr. Sponseller continued building bridges until about 1885, when he was given general repair work to do. The bridges at Hyattsville, Frederick Junction, Opequon River, Ratling Bridge at Martinsburg, Back Creek, Sleepy Creek, Great Cacapon, Little Cacapon and Evitt's Creek, were trans-

formed from wooden structures to modern ones of iron and steel, under his direction. Many ballast decked bridges were built by him, among them being the subway at Oldtown road, in Cumberland.

Nearly all of his years with the Company Mr. Sponseller spent in camp life, in cars that were fitted out for the men to live in. It was his aim, and in it he succeeded, to make the camp life of his men and himself as near home like as was possible, and at the lowest possible cost. Each man living in a camp, in which he was in charge, paid his board to Mr. Sponseller, who bought all the provisions, and paid the cook hire. At the end of the month, the total amount spent was divided by the number of men in the camp, and in this way the amount of board to be paid was arrived at.

The boys, and in fact all of his many friends and acquaintances, are sorry that the time has come for him to give up his work; yet all are proud of his record and especially proud of the wonderful Pension Feature of our Big Railroad Company, which takes care of those who have given to the Company the best that is in them.

May "Spony's" future years be filled with much happiness, and may he always feel welcome to visit the various departments, where he always had a smile and a cheery word for those whom he met.

## The Letter of an Honest Fisherman

By "Bill" Baker, Lima, Ohio

Note:—Our live correspondent at Lima, Ra, Garrigus, headlined the following, "A letter from "Bill" Baker, who is spending his vacation with several friends, somewhere in Michigan." We stole it from the Lima notes to let others enjoy it as much as we have.—Ed.

WELL boys, the first week of the back-to-nature trip is at an end. The fish in the lakes are all present and accounted for. Not one of 'em missing. The members of the party are all present and accounted for. Not one of them missing at meal times. And I have to cook. Everything connected with this glorious (?) trip is all present and accounted for except a few chips that fell on the floor. Socially, the trip has been a success. Sportively, not so good. This idea of casting fish hooks into a lake and pulling out a bass as big as a rubber boot—all that stuff is bunk. Our personal statistics prove it.

Friend Walton's handy volume tells you that angleworms make good bait. We don't like to dispute Mr. Walton's word, but angleworms have got very little for this bunch. We all have the worms but maybe we miss the angle at which they are to be placed on the hook. Something, somewhere, is radically wrong.

According to Walton (and Hoyle is to poker what Walton is to fish) a young worm, if properly impaled on a hook, will excite the culinary complex of a fish. In other words, the hook lies in ambush behind a coy angle worm. The bass sees the worm, snaps it a la carte and then pays dearly for what he

eats. That is the theory of the thing. Practically, it doesn't work out that way.

Our fishing demons lance the worm as directed. They toss the bait and line into the lake. Then the bass proceed to eat the worm right off the hook like a four alarm fire would eat the stuffing off the steel springs of a mattress. At the end of a minute all we have left are the poles and the boat we're fishing in. Some of those fish have even tried to bite initials in the hook.

We fish all morning and eat canned beans for dinner. We fish all afternoon and have boiled eggs for supper. What fish we eat are sardines. If it wasn't for the chips, this would be a rotten fishing trip.

The educational values of this trip are expansive. We prove that fish do not make a fishing trip. We prove that a straight flush is better to the eyes than an eight pound bass or a three pound trout. We prove that warmth and good cheer do not necessarily flow from the brook that pours into the lake. All our proof is 110. After all who was that old sportsman who said, "A jug o' wine, a leafy bough and thou." Yea, bo! And you can leave behind the leafy bough and thou and still have a good fishing trip.

Sec you in a few days.

Bill.





## Begin Your Safety List Now and Win a Prize!

**A**LL Baltimore and Ohio girls and boys may enter our new contest. All that you have to remember are the following rules.

1. Begin now, if you haven't already begun, to write a list of the little Safety acts that you have done each day to keep yourself or someone else out of danger. Make your list out something like this:

Aug. 25. Found broken bottle on road where children walk barefoot. Buried the broken glass.

Waited until the watchman told me that I might cross the railroad track.

Helped an old lady across the street.

Aug. 26. Tied a bell on the iodine bottle so that little sister would not mistake it for cough syrup and drink it.

Told a man that there was something dragging from the back of his automobile. He thanked me.

Aug. 27. Pulled a heavy stone out of the road so that nobody would stumble over it.

Picked up tacks which spilled on the floor.

And so on, until September 30.

2. Make your list out on each day, if you can. Of course, the sooner you begin, the more things you'll have on your list when the contest ends, September 30. Even if you can't begin early, begin as soon as you can. Some of our little people will be able to do more in a few days than others can do in a month.

3. Do not send in your lists before October 1, nor later than October 10.

4. If there is anything that you do not understand, write to Aunt Mary. She will be glad to explain.

5. You may keep your list on scratch paper until you are ready to send it in. Then write it on one side of your paper only.

6. If you will write to Aunt Mary right away and tell her that you are going to enter the contest, she will send you a little surprise. Address all letters to:

Aunt Mary

Baltimore and Ohio Magazine

Mt. Royal Station, Baltimore, Maryland.

There are lots and lots of things that little folks can do to help themselves and everybody else to be safe from harm. One little boy told me that he put a big cork on the end of Mother's scissors when they were not in use. A little girl in Baltimore just told me that she always obeys certain

Safety rules. She wrote them down for me to give you.

Don't push a playmate into the street, even in play. A car may be coming.

Look up and down, both ways, before crossing the street.

Never jump on or off a wagon or trolley car while it is going.

Do not roller-skate or play baseball in the street.

Never try to run across the street. Be very careful.

Do not go riding or walking with people whom you do not know. My mother says that this is wrong.

If you little Baltimore and Ohio people can help somebody to obey these rules, then write down on your list just what you have done. Each thing that you do will count for so many points, and the little girls and boys who have the greatest number of points will win the biggest prizes. An orig-

inal Safety drawing sent with your list counts *five points* extra. No matter how small you are, you can do something. Your age will be considered, so be sure to say how old you are when you send in your lists.

Everybody join!

### Why I Want an Education

By Viola Wolfe, Daughter of Carpenter Elmer E. Wolfe, Chillicothe, Ohio

**E**DUCATION is one of the greatest essentials of life. You have often heard children remark, "What is the use of wasting time in going to High School?" They don't realize the meaning of these words until it is too late. After many years of hard labor they begin to look back and wish for the education which they did not get.

Many people today are trudging along in the same old space which they have occupied for years, and not moving forward at all.

Your success in life, as many people have learned, depends largely upon your education.

So, for my part, I am going to try *very hard* for an education.

### Dear Girls and Boys:

Just a little letter to tell you that one of our surprises has come along. Here's a real letter from Mother Goose, who lives 'way up in the moon. I saw her name in the Railways and Harbours Magazine, which is printed 'way, 'way over in South Africa. I wrote a letter to her a long time ago, hardly hoping that I would get a reply,



Two Tots from Tottenville, N. Y.—Eleanor and Marion Taber



## A Letter from Mother Goose

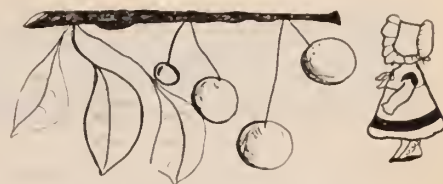
The Moon  
June 19, 1922

You dear Children:

I am Old Mother Goose who lives up in the moon. I ride on a broomstick and I fly all over the world at night. I really think, however, that I must soon be getting one of these modern aeroplanes—silly, buzzy, noisy things! I can steer my way as I like on my broom; my cloak floats out and acts as wings, but these aeroplanes make such a fuss about flying, when it is just the simplest thing to glide out into the air and alight and mount when one chooses.

The other day, too, I heard of a man who was talking about being shot up by a rocket into the moon—my moon, too. I never heard of such a silly thing! There is a man in the moon already; I shall tell him.

However, your Aunt Mary has told me that I may come and visit you. It is kind



Cherries and a Sunbonnet Baby—Drawn by Marion and Eleanor Tabor, Tottenville, New York

ters have come back to the Magazine office because little folks have forgotten to give their new addresses, or their old ones in full.

Minnie Loury, where do you live now? And Edna Akes, we sent you a letter to Xenia, Ohio, and it came back.

One more thing. Sometimes your daddies may leave the Baltimore and Ohio to go to some other kind of work. That does not make any difference as far as you are concerned. You may still contribute to our Children's Page, for once you're Aunt Mary's niece or nephew, you're always one of her family.

## The Hills of West Virginia

By Martha O'Gilvie

Morgantown, W. Va.

Oh, the hills of West Virginia,  
So beautiful to see,  
Make happiness within us when  
They smile at you and me.

We sit about the doorstep,  
Looking up into the sky,  
And we see the tops of mountains,  
And white clouds floating by.

I love these dear old mountains  
That stay forever green  
With trees and Nature's fountains  
And deep, blue, mirrored streams.

A home between the mountains  
Is most beautiful to me—  
I want to live forever where  
The mountains I can see.



Old Mother Goose

of her. You have a dear, kind Aunt Mary. I have often seen you, too, but I dared not come before.

I have sent Aunt Mary a story of South African boys and girls (more girls than boys). It is a story more true than I made up out of my own head. I have collected facts together and arranged them. Children of South Africa love the story.

I am glad that your Aunt Mary and I have made friends. I am sure that we, together, can do very much for children.

With love, dears,  
Your moon friend,  
Mother Goose.

Note to Girls and Boys:—Aunt Mary had not received the story at the time that this letter arrived, but you will be sure to hear about it when it comes. We hope that it didn't drop off the end of the broomstick as Mother Goose was on her way across the sky.

## If You Should Move Away

When you move, don't forget to send Aunt Mary your new address. Several let-



Drawn by Edna Akes, 12 years old, Xenia, Ohio but here it is; you may read it for yourselves. Notice the long, long time it took to get the letter from the moon down here. It was mailed on June 19, and just reached me on July 20. What do you think of our writing another letter to Mother Goose? If you will tell me what to say, I'll gladly write it, and put a copy of the letter on our Children's Page.

Now for the contest. Read about it in the July issue of the MAGAZINE, and in this one. I'm not going to tell you what the prizes are, for there are many of them. They are not such big prizes, but they'll be something that you can use every day. Begin today to make out your lists. The longer, the better. Yours lovingly,

Aunt Mary



Jiggs

Drawn by Floyd, Jr., 13 year old son of Engineer Hard, Chillicothe, Ohio



Martha O'Gilvie, daughter of painter, Sabraton Shops





## Safety Roll of Honor

*The following named persons have contributed toward the safety of the Baltimore and Ohio by keeping their eyes and ears open for all irregularities, and have been commended by their officers for their watchfulness and prompt action. We are proud to record their names here.*

### Staten Island, New York

**Trainman B. Scanlon.** May 16. Discovered broken flange, Baltimore and Ohio car 199690, at East Shore Drill. Notified conductor. Wrecker necessary to replace wheel.

### Baltimore Division

**Acting Caller Joseph Burke.** June 25. Discovered fire in Baltimore and Ohio car 192317, empty box car, 58th Street Freight House, Philadelphia. Put out fire with extinguisher. No damage done, save small hole in floor of car.

**Brakeman S. L. Lambert.** May 21. Observed fire flying from Baltimore and Ohio car 184551, Train 94, Halethorpe, Md. Car set out.

**Engineer W. Louder.** May 31. While deadheading on Train 67, assisted engineer of train to care for heated journal by riding pilot of engine, Cowenton to Baltimore, in order to keep water in cellar of hot journal.

**Operator H. C. White.** July 1. Reported hearing something strike rails at crossover, Barnesville. Brake shaft found disconnected and dragging, Baltimore and Ohio car 15550, 13th car from engine.

### Cumberland Division

**Brakeman M. A. Watson.** July 1. Discovered one-third of wheel missing, Baltimore and Ohio car 14665, empty refrigerator. Had attention given car at M. & K. Junction.

### Monongah Division

**Mr. G. I. Shroyer, Shinnston, W. Va.** June 13. While working across river from Kitty's Cut, heard falling rocks. Investigated, found and removed one stone that had fallen on track. Notified dispatcher.

**Mr. H. B. Andrews, Ellenboro, W. Va.** June 12. Discovered badly washed track near Ellenboro. Flagged Train 4 and advised crew of condition.

**Operator J. L. Jenkins.** July 1. Observed hot box in Train 178, passing Berryburg Junction. Notified conductor. Car set off.

**Mr. C. C. Tichenor, Enterprise, W. Va.** June 22. Discovered broken rail, main track. Notified agent, Shinnston, so that repairs might be made.

### Wheeling Division

**Assistant Foreman A. J. Henry.** May 28. Detected bridge on fire east of Clarington. Had fire put under control and finally extinguished. Bridge saved.

**Foreman C. I. Gay.** May 17. Detected brakeshoe in point of frog, east of Moundsville, W. Va. Removed brakeshoe with sledge hammer.

### Newark Division

**Operator-Leverman George Meyer.** June 22. Observed brake rigging dragging. Telephoned towerman, had train stopped and crew notified.

### Akron Division

**Operator F. L. Milburn.** June 12. Noticed brakes sticking in car on Train 9. Train crew notified.

**Operator G. A. McBride.** June 12. Noticed brakes sticking, Extra east 4260, Sterling, Ohio. Notified train crew.

**Operator P. W. Adams.** Discovered dead cow on westbound track. Removed animal, eliminating danger to passing train.

**Mr. Rufus Warren, Mr. Eugene Fields.** Cayuhoga Falls, Ohio. June 15. Observed badly broken rail near Sand Run Bridge. Proceeded north and flagged approaching train.

**Track Foreman J. C. Reedy.** July 15. Discovered brake rigging down on Baltimore and Ohio car 149623. Notified yardmaster; train stopped; condition corrected.

**Foreman H. B. Wood.** June 23. Discovered bridge just east of Haselton on fire. Train stopped. Fire extinguished.

### Chicago Division

**Operator E. J. Smith.** Discovered rail broken out of crossing frog. Notified dispatcher, who protected by slow order and had repairs made.

**Operator C. W. Paull.** June 25. Notified bad hot box. Stopped No. 4315 at advance signal. Car set off.

### Ohio Division

**Brakeman W. D. Cox.** June 9. Discovered two broken angle bars, eastbound main track, Midland City. Notified section foreman, who made repairs.

**Operator G. G. Doherty, G. N. Tower,** Columbus, Ohio. June 24. Discovered telegraph pole and rubbish on fire on Pennsylvania R. R. right of way, near Baltimore and Ohio and Pennsylvania crossing. Extinguished fire with broom and bucket of water. Also discovered defective railing at top of stone wall, Broad Street Bridge, west of Columbus Station. Reported condition. Repairs made.

### St. Louis Division

**Mason Foreman W. E. Moore.** June 20. Discovered rail on main track broken. Notified section foreman, who made repairs.

**Flagman E. Scherber.** April 29. Discovered two angle bars broken on rail joint, just west of Fern Bank. Protected trains while Conductor Meyers reported condition to section men, who made repairs.

### Toledo Division

**Trackman Herman Wilgus.** June 19. Noticed brake beam dragging in Extra 4005, north. Notified train crew. Repairs made.

**M. Piccola.** July 16. Detected defective equipment on Train 56, Middletown. Two bolts out of arch bars and journal displaced. Notified supervisor.

### In the Realm of the Riddle.

(Continued from page 21.)

the way of new words, and the meaning of others, perhaps vaguely known but, when looked up in the dictionary, taking on a new meaning. The puzzle department is fine and I hope to solve some more of the puzzles."

Thomas S. Comer, second trick towerman, Park Junction, Philadelphia, sends in a very neat and absolutely complete list of answers to the puzzles in the May issue and has our congratulations on his good work.

The 79th semi-annual convention of the National Puzzlers' League was held at the Hotel McAlpin, New York City, July 4, and was largely attended by puzzlers from every section of the country. The report of the Committee on new puzzle departments mentioned "In the Realm of the Riddle" in highly complimentary terms. The 80th convention will be held in Baltimore, February 22, 1923, and when the arrangements are perfected, announcement will be made through these columns and an invitation extended to all members of the Baltimore and Ohio Puzzlers' Club to attend.

We would like to have some of the following puzzles for publication: Rhomboids reversed, pyramids, inverted pyramids, octagons, hexagons, half squares, charades, beheadments, curtailments, transpositions, transdeletions, deletions and anagrams. Our bin is very low on these puzzles and if we are going to continue an interesting department our members must get busy and try their hands at composition.

Don't hesitate to send in whatever answers you are able to work out, even if only one. It isn't everybody who can work out a complete list and you will be just as welcome with one or two answers as with a "complete."

### Credit for July Cover Design

Because of an unfortunate omission we failed to state in our July issue our appreciation for the attractive cover on that number, designed and drawn by R. G. Moorehead, operator at Dillon, Ohio, who has also contributed other attractive illustrations to the Magazine.





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department.

Correspondent, GEORGE W. HAULENBEEK

In July I made my initial trip to Ocean City, New Jersey, to spend the week end with my little sweetheart, Susan Anne Trageser. Baltimore and Ohio train No. 524 makes good connection with the last evening train on the Reading Railway to Ocean City and the trip is a very pleasant one. The Delaware is crossed to Camden, New Jersey, and this little water trip adds to the attractiveness of the journey, and the boat is always filled to capacity. The better class of people, I find, take the Ocean City trip because there is less sensation and frivolity at Ocean City. People go there for the bathing, leaving nonsense at home for the winter period. On the Reading trains everybody utilizes the time in reading. The farther north you go, the more you see of this, though I do not know why, as there is just as much intelligence in our grand little State of Maryland as anywhere else. In the sub-way in New York, for instance, everybody has his nose buried in a newspaper.

Mr. Galloway's article.

One of the best things in the June number of the Baltimore and Ohio MAGAZINE was the article by Vice President Galloway, his message to our engineers. I hope that

every one of our engineers will give it full perusal. I want every traveler to read it. Our passenger traffic is increasing and we must give them the "best in the shop;" we must show them that our trains are properly managed; that they are run to make the journey safe and comfortable.

### Three Young Men

There is one feature of John Bopp's Dining room on the 12th floor that calls for commendation, and that is the work of the three young men who serve the food. With ever so many active waitresses calling for supplies, it is not an easy task to fill their orders, but these three workers are fully capable of doing the work and doing it satisfactorily. I always sit where I can observe, and if I have to wait for a vacant chair, it gives me an opportunity to see how people handle their forks. Look into this sometime and you will see what I mean.

### Proud of Him

One of the young gentlemen in the Law Department who served on the other side in the Great War, never dreamed when he was performing service there that he would be the recipient of recognition from a foreign government. He does not care for publicity and I rather admire him for it. He did good work with the Y. M. C. A. in Italy. He did not go across for fame, but to perform a duty; a service. The King of Italy has bestowed a medal upon him for meri-

torious services, and I think very properly. I wish I could place his name at the head of this paragraph, but he shuns publicity, as I have said, and I have regard for his feelings.

### Office of General Manager Eastern Lines

Correspondent, H. E. WEIFENBACH

Everybody is well and happy, and why shouldn't they be? There's Mrs. Craig, just returned from a trip to Atlantic City over the Fourth, and there's "Jim" Hedinger enjoying so much swimming at Bay Shore that he looks like a blushing school boy with all of his sunburn. A large package was received the other morning in the mail (it was so large that Albert was 15 minutes late in arriving with it), addressed to Mrs. Craig. When she opened it, there was revealed to the curious eyes of the Proletariat, a bunch of beautiful gladioli (for the benefit of the unfortunates, if there are any, who are not well informed on the subject of botany, this is a flower and not an animal). Of course this seemed rather suspicious and, while not called on for an explanation, Mrs. Craig told us that these flowers were raised by her "aunt" and had been sent her from Marietta, Ohio. Atlantic City—flowers—raised by her aunt!—Oh, well! the plot is entirely too thick for us. For further information, see Mr. Foster at Atlantic City.

Clarence Staines was on the sick list for a few days, but we are glad to report that under the careful attention of his wife, he is back with us and apparently normal again. Such are the blessings of married life—not the sickness, but the comfort of home attention. Ask Clarence, he knows.

Last month we introduced the members of our office force. This time we present their pictures. Did you think from the descriptions that they'd look like this?

### Engineering Department

Correspondent, OSWALD K. EDEN

Just a reminder: Cross Crossings Cautiously. Whether it is a railroad crossing, street crossing, or any other kind of crossing; whether in an automobile, horse and carriage, or on foot, if we will only remember those three words, a good many casualties can and will be averted.

Our Company had an attractive booth at the recent exhibition of the Export-Import Board of Trade of Baltimore, at the Fifth Regiment Armory during the week of July 10 to 15. Of special interest (at least to this



"Why are photographers?" wonders "Matter of Fact Gil" Martin, assistant to general manager, center, front row; and "Al" Herman, chief clerk, on his right, echoes, "Why?" The others comprise the office force, lacking only Friend Riley, the g. m.'s secretary



department) was a large wall map of Baltimore, drawn to the scale of 400 feet to the inch. This was beautifully colored and lettered by members of our drafting room. This map shows the railroad and terminal facilities in Baltimore, but more especially does it show our piers at Locust Point, our coaling piers at Curtis Bay, etc. On this large map there is an insert, scaled one mile to the inch. This was also colored and showed our terminal facilities in relation to ocean going travel. The designing, coloring, etc., of this map was under the supervision of J. H. Milburn, office engineer. He and his workers deserve a good deal of credit for such an attractive as well as instructive piece of work.

Our department was not left out when it came to June brides this year. Though it was late in the month when it was found that nobody had been married, who should come to our help but "Henny" Seitz, of the Engineer of Bridges Office. On June 28 he married Miss Leona Carolyn Altvater, at St. John's Evangelical Lutheran Church, Baltimore. After the minister had said the words that sealed their fate as one, like two turtle doves, they flitted north on their honeymoon, visiting Niagara and other points of interest. On their return to Baltimore they went to housekeeping, and are living at 3 Gorman Avenue. As a token of appreciation for "Henny's" adventurous (?) step, the department presented Mr. and Mrs. Seitz with a beautiful mahogany clock, floor lamp, etc., with the best of wishes. We all wish Henry the best of luck!

We take pleasure in congratulating Mr. and Mrs. D. A. Riley on their gift from the stork—a seven-and-a-half-pound baby boy, who came to them on June 24. Good work, "Mike," and good luck!

One of our mumber sent his wife to the country, then went to Atlantic City and



Miss Sullivan, of the O. S. & D. Division,  
'Freight Claim Department

gallivanted around there. How do you do it, "R. H?"

The tennis team is coming along in great shape. We were getting off to a flying start when we came from behind and captured our first match, played with Latrobe at Latrobe Park, five matches to four, after we were on the short end two to four in the singles. Although we played hard in the second match, we did not have such good luck, losing to Druid Hill seven matches to two. In fairness, however, it should be remembered that six of the nine matches played, one of which we won, went to three sets, and it was only after the hardest sort of struggle that we had to admit defeat. In this match the presence of E. A. Rudy, who plays for the Maryland Swimming Club, was a great asset, as he gave us one of our two wins. The other win was turned in by G. H. Dayett, who can put to shame many a younger player on the courts.

If you like to play, and yet get exercise out of it, you should join the recreational club that Mr. Kissler, athletic director at Hopkins, is organizing for employes of our Company. We meet at Homewood three times a week, Monday, Wednesday, and Friday, after work. If you haven't tried it, come out some day, bringing some old clothes along, and I can assure you that if you don't enjoy yourself it will be nobody's fault but your own.

Our cartoonist-file clerk, Howard F. Buffington, left us on July 15 for St. Louis and points west.

T. E. H. has started another real estate business as a side line to his many other enterprises. It is proving lucrative to him. From reports he is working on a community development, although just where I am not in a position to say.

Where did H. B. B. spend his Fourth?

Office of District Engineer, Cincinnati, O.

Correspondent, G. F. DAUBENMERKL

The stork insists upon keeping busy. A young engineer this time. E. J. Southerington, office engineer, announced the arrival of a bouncing baby boy on June 17. "Ernie" passed the cigars and they were certainly good ones. Congratulations, "Ernie," and thanks for the smokes!

Some of the boys went over to Death Valley not long ago and while they did not come back in a barrel, they were pretty badly bent. Whomever this shoe fits, please put it on.

Office of District Engineer, Baltimore, Md.

Correspondent, J. FORD COLLISON

District Engineer Mather made an automobile trip from Baltimore to Cumberland during the Fourth of July holiday. He states that the Nash is a wonderful car as it climbed all the mountains in high. He is of the opinion that it would do good work in helper service on the 17-mile grade.

Office of District Engineer, Pittsburgh, Pa.

Correspondent, J. M. WHEALAN

A certain young man's wife being away for the present, we rather anticipate that the crowd will gather at the old home soon to settle a much disputed question, "To win or not to win." We are in a position to state that the matter is given close attention and that charity demands that the losers have at least sufficient funds with which to reach home without embarrassment. In times past the banking and book-keeping end of it has given some trouble, but we are assured that the banker has arranged to protect himself in the future.

The work of this department is proceeding at a satisfactory pace and, like Oliver Twist, we are looking for more. It is regrettable that labor troubles are at present holding back the tide of business, but we hope for an early settlement satisfactory to both sides, so that business may resume in full swing. We are certainly glad to see the railroads buying and building, as that is a good indication of a revival of business generally.

Miss M. Ward and her mother are spending the summer near Allison Park; Miss Ward is enjoying the pleasures of commuting twice each day.

A fine aeroplane view of the location and the work at Allegheny River Bridge has been on display in this office recently. The picture was taken by the Air Service Department of the Army while engaged in photographing locations for landing fields in the vicinity of Pittsburgh, and is an especially good example of that kind of work, showing the entire structure with approaches.

Things are generally quite with the office force and we have nothing startling to report at this time. However, you can never tell, and our advice is to be prepared for any eventualities.

Mr. R. is on the job at Bridge 202, Laughlin Junction, trying to hold himself in. Memories of Allegheny River Bridge no doubt will crop out from time to time and he will be pardoned if occasionally he makes use of that famous remark which begins thusly, "When I was at Allegheny River Bridge."

General Freight Claim Agent

Correspondent, GEORGE DOBBIN

Our sincere and deepest sympathy is extended to Mr. Schipferling, O. S. & D. Division, in the loss of his mother on July 10. "Gone the way we all must go—to a fuller and happier life."

Baseball News

Even the hottest kind of weather fails to shrivel the supply of 'pep' among the men of our office. Pro and con, the merits of married vs. single men were discussed along lines of general ability until the showdown was reached in a decision to back up "heavy talk" with a practical demonstration of prowess with the National Pill. George, of Ku Klux fame, started the ball rolling for the Single Men, being succeeded by Mose Katzeff, under whose management the two out of three games went to the unmarried and un-worried males. Hoggie Brown marshalled the Benedicts to a strenuous defense, but after the first game, the cares that weight them down proved too much and they suffered a gallant (?) defeat, as proven by the scores of the second and third games.

The first game, played at Carroll Park on June 12, was a noble victory for the married men. With Mr. Heartt judging the curves and in-shoots in the role of umpire, and Baldwin acting as a "cussing" coach, the score of 14 to 10 was rolled up, leaving the "chicken hunters" in the lurch.

The second game, played at Clifton Park on June 19, resulted in a score of 20 to 14 in favor of the single men; the third game on the same battle ground on June 26 also brought victory to the prospective husbands by a score of 22 to 10. (The benedicts should have stuck to Carroll Park for luck.) All games were well attended, the ladies being in evidence. We hope that this outburst of enthusiasm will not mark the end of athletics in our office.

If a sufficient number of candidates volunteered, a Thin Men's and Fat Girls'





These folks probably never knew each other. We introduce them here by grouping their pictures. Upper left, a trio from the General Freight Claim Agent's Office. Upper right, former Mary Tansil, now married, who left the Telegraph Department minus one smile. Lower left, Joe Canfield, famous sprinter of Pier 22, New York. Lower right is little Le Roy Heise, whose daddy, Charles Heise, is a machinist at Mt. Clare. See notes for further information

Tennis Tournament would help to drive away the doleful "willies" during the Dog Days. Do we hear from interested parties?

Hurrah, for "Pop" Koehnlein! On June 15 the Stork paid him a visit, with the result that Billy is now among those present and all set to be a regular railroader.

Our friend Barry, O. S. & D. Division, took his family to Ocean City just before the Glorious Fourth. Since then we notice that his lunches are no longer the elaborate affairs they used to be. The cake is not there. Do you miss her, boy?

Our sympathy is extended to Mr. Wheeler in the loss of his uncle, Mr. Wm. H. Bians on June 14. Mr. Bians was a former director of the Baltimore and Ohio; he served in the Maryland State Senate in the early eighties, and after the Civil War was president of the M. & P. R. R. He was at one time the owner of the site of the old Baltimore and Ohio Building, now occupied by the Emerson Hotel.

At the present writing "Senator" Chance, Halethorpe, is enjoying his vacation, and those of us who come in on the "stop-everywhere" miss the usual debate between the "Honorable Abe" Sparrow of Lansdowne and our friend Bill, relative to the merits of their respective home towns. Abe reports

progress in the form of repairs done to the apparatus of the Lansdowne Fire Department, and Halethorpe comes back strong with a carnival during the month of August. Some competition!

Here is a shout to the newly formed Baltimore and Ohio Recreation Association, going in full force at the Baltimore and Ohio Building. We in the Annex are invited to participate. "We bane a purty gude feller," as the Swedish girl remarked to her "sweetie," so let's go!

The Legal Division of our office has been graced with an added attraction in the form of a suit of bobbed locks. Stand up and bow, Mildred!

Our Mr. Perry has been wearing a mysterious look for quite a while now and we feel only too well the sad truth as by a telepathic wave (whatever that is) conveyed. It must be that the old-timer tried a new formula in the hope of starting Christmas spirits (plural) and she fell thru.

Everything still and quiet on the Potomac! Not a chirp do we hear of those loud and frequent wedding bells that sounded through our "diggins" last Cupid-Bow Season. Can it be that the girls are more particular, or older—or that the "fellers" have less Root-of-All-Evil, or what?

Water sports have an attraction for the folks of our office and we know that they all participate in plain and fancy costumes, either in the water or just at the edge. Right after all these vacation and outing trips, a few photos, please. From the ladies they are more highly acceptable than from the gentlemen because of the fact that the girls show up better to advantage than the boys and we aim to have an attractive MAGAZINE!

Our friend Mead of Mr. Brown's Division, has been coming in and out of Ellicott City so quietly that we are compelled to ask how everything is growing and doing in his part of Maryland. Come out of your shell, old scout, and make a noise.

Mr. Bradburn goes on record as pronouncing the weather "hot" in no uncertain terms, "but, we must eat!" Open up the lunches, boys and girls (or vice-versa, as our friend Fink puts it) and let's chow. The "duke" is all O. K.

Mr. Russell has doubtless found the past session of hot weather irksome in the confines of the Annex. Sorry, old top, but we just can't seem to find over so much junk for the Unclaimed Freight House. But she's picking up (somewhere).

Our friend Runkles, O. S. & D. Division, recently escaped with his life only because of the presence of mind of the plumber who installed his bath tub. Because of his general lack of girth he was just being washed away, having absentmindedly removed the plug before stepping out after the "semi-annual." He was saved by the cross pieces at the mouth of the drain! Congrat's, old boy!

Oh! Hum! There comes another pile of work. Happy days!

**Printing Department**

Correspondents, H. R. FOGLE AND HARRY TOFT

Recent adventures in matrimony hereabouts include Composer Charles Adler, who was married June 4 to Miss Erma Weiser. Miss Lottie Wright, of the Bindery was married on June 16 to Mr. John Downey. Our best wishes to the two young couples.

We welcome to our circle our new proof-reader, E. L. Wood; also our old friend, Donald Purcell, now back on the job.



Children of H. R. Fogle, Magazine correspondent Printing Department



Compositor Harry Toft is receiving congratulations on the arrival of a baby girl in his home on June 6.

After a period of chasing the elusive comma, "Red" Toft is back again in his corner. "Red" becomes a fellow scribe in this issue.

On June 24 we said good-bye to Murray Lindsay, our colored porter. He was most industrious and obliging and we were sorry to see him go, but he took the best wishes of all of us with him.

The tariff rush incident to the rate reduction made us all glad to get the Fourth of July week end holiday. Fish were caught and babies entertained, depending upon our respective proclivities.

Born to Compositor Purcell and wife, on July 26, a son. Congratulations.

The accompanying picture is of the children of Correspondent H. R. Fogle.

If you have a bit of news, send it in.

### Relief Department.

Correspondent, H. IRVING MARTIN

A generation or two back, most of the population of these United States were content to read books of travel rather than help to make them. Some of them reveled in Daudet's "Tartarin of Tarascon" and took their visions of mountain climbing in tabloid form. In these days it is not unusual for us to see even the ladies, the enfranchised "seven-eighths," pack a few necessaries and a tooth brush into a hand satchel, and in two weeks cover a greater distance than did Columbus in the Little Journey that put us Americans on the map.

Miss Elizabeth Helfrich and Miss Esther Harr, who left their visiting cards in the home of the Shoshones, spent a large part of their vacation in the Yellowstone Park, took on a "permanent blush" of sunburn and had a snow-balling match in the mountains of Yellowstone Park, all in the same day. They traversed eleven states, spent two days in Chicago, and are back brown and happy. They will be all right after a few weeks' rest. While in the Yellowstone country the quartette, for the party also included "Aunt Mary" of the MAGAZINE, and Miss Elsie M. Russell of the Transportation Department, organized another Chapter of the "G. G.'s," or "Geographical Grasshoppers," noted nationally for their



ALL ABOARD FOR THE HONEYMOON EXPRESS!  
Left to right: Helen A. Lange, bridesmaid; William J. Cruickshank, the happy groom, and his smiling bride, Elsa Ann (Shroedl) Cruickshank

power to jump long distances at vacation time.

Some men are born with smiles, others acquire them.

Ever so often you hear of the "born" this or that—the born orator, or the born salesman, or a titled job that some chap fills better than others because he is born for it. But for the art of making friends, or of getting things done for him, give me the man who is born with the smile.

Back in the last century Ella Wheeler Wilcox woke up the human owls and put grins on their mugs when she wrote:

"Laugh, and the world laughs with you."

It is just as true now as it was a century since.

One in the anti-grouch class is our William T. Dixon, who recently faced an operation for appendicitis with a cheerful face, and came back to his desk after some weeks in the Homewood Hospital, with a big smile that seemed to say, "never touched me."

A sunny smile among the current assets of your personal Balance Sheet is going to start a big surplus on the other side of the Account Current; and it won't take a C. P. A. to find it.

The fellows who believe it is possible to be happy though married have gained another recruit.

This time it is William J. Cruickshank, Savings Feature, who was married to Miss Elsa A. Schroedl on June 28, by Rev. Theodore C. Sorge. The ceremony took place at 7 p. m. at the home of the bride, 16 South Patterson Park Avenue, Baltimore, Md. The families of the contracting parties and many of their friends, including T. Parkin Scott and Joseph W. Swikert, were present to see the tying of the knot, and to hear Miss Anita J. Berrett sing "O! Promise Me." The wedding trip was a visit to New England, the birthplace of the groom, with side trips from Boston and New London. During the World War, Mr. Cruickshank served as a Lieutenant in the Navy.

May the fairies of the Land of Good Luck watch over and attend them!



Left to right: Miss Elizabeth Helfrich (Fritz), Mrs. Thos. H. Williams, wife of our Magazine Correspondent, Chicago Terminals; Miss Elsie Russell (Bill), of the Transportation Department and Miss Esther Harr (Jimmie), sporting around in Chicago before taking that memorable trip to the Yellowstone. Mrs. Williams entertained the girls in Chicago



**Tariff Bureau**

Correspondents

F. W. RUPPERT and CASPER A. WAGNER

Smile!

An old philosopher has carved over a mantel in his home the following words: "I AM AN OLD MAN AND HAVE HAD MANY TROUBLES: BUT MOST OF THEM NEVER HAPPENED."

A whole sermon is contained in these words. Haven't most of your troubles been imaginary? Haven't most of them never happened? For gracious sake, do not worry about troubles that MIGHT happen. Do you not have enough real troubles without reaching out and anticipating others? If some trouble is pending, reserve your strength to combat it *when* and *if* it happens. Do not use up your energy in useless worry. Worry is natural and cannot be entirely eliminated, but we can refrain from worrying until the occasion arises. Worry may properly be classed as a disease and the best-known specific is not to worry.

We each have a life to live, and throughout its duration we have many pleasures and some troubles. Both are inevitable. Having the journey to make, however, it lies within our power to make at least part of it smooth. Notwithstanding the troubles there is always a certain amount of happiness within our reach. Grasp it, hold it, and enjoy it. Make others happy and you, too, will be happy. Smile and others will smile in return, but do not unfit yourself for all usefulness by constant worry. If your side of the street is dark and gloomy, cross to the other side where the sun shines. Keep your face to the sun and let the shadows fall behind you.

C. A. W.

**Telegraph Department**

Correspondent, DELLA M. HAIN

Effective July 1, the supervision of time service throughout the System was taken over by the Baltimore and Ohio Railroad. Effective the same date, W. C. Donnelly was appointed general supervisor time service, headquarters, Baltimore, Maryland. It has been arranged for inspectors, who are established jewelers, to sell watches, chains and charms, to *any employe* whether in classified service requiring standard watches or not, the Railroad Company making deductions on payrolls for such sales and subsequent expense of repairs thereof, *but for no other jewelry or merchandise.*

On Saturday, July 8, Mrs. B. F. Thompson, wife of our telephone engineer, sailed from New York on the Royal Mail Liner "Orduna" for Southampton, England. During her stay in England Mrs. Thompson will visit relatives and enjoy a rest in Portsmouth, returning home in about three months.

Mrs. A. Stevens, wife of Special Inspector Stevens, has returned home from several weeks' visit in Cleveland and Toledo.

Miss Elizabeth Horre and Miss Catharine Cavanaugh, recently operators in our private branch exchange, Baltimore and Ohio Building, are now writing "Mrs." in front of their names—new names—which we know they like. Elizabeth was a June bride, but Catharine "put one over on us," as we learn she was married on February 22. What a holiday it was! Misses Rose Meyer and Nellie Holston have been employed as telephone operators to fill the vacancies created by "Cupid."

The picture on page 41 is of Miss Mary Fansill, recently employed in the Office of Superintendent Telegraph and former MAG-

AZINE correspondent. She is now Mrs. Samuel Kelly, residing in Fairmont, W. Va. Mary was formerly a Fairmont girl, and "Sam" and the West Virginia hills won her love. We wish for them both much happiness.

**Valuation Department**

Correspondent, G. B. SAUMENIG

Our friend Hiltz, Real Estate Department, has become quite prosperous of late. In addition to his real estate duties, he is in the show business, and is exhibiting some valuable live stock, which he acquired under peculiar circumstances, while on a trip to Chicago. He is very proud of his three pets and uses every precaution to keep them off the 11th floor. For further information see the owner.

One can never tell Bonney's reason for so many trips to the Southland. He says it is his mother. Is it?

Meese is back from his vacation in Atlantic City and various points in Pennsylvania. He had the time of his life—according to the snap shots.



Happy Charlotte Elizabeth King, niece of Valuation Department Correspondent

Beaumont's mail, while he was on his vacation in July, assumed gigantic proportions. The strange thing is that almost all of it bore one-cent postage. Form your own conclusions.

Gladys wrote us from Atlantic City and says she has had her hair bobbed. Well!

Cathcart has been receiving more catalogues regarding houses and more correspondence about material than the average architect receives in a year. That boy certainly had wonderful ideas, even if it takes years and years to bring them to pass. A dreadful catastrophe befell this young man in July. Previous to this date, it was rumored that it might be possible that he would go to Chicago for special work. Thousands of questions were asked about the number of collars to take and other ridiculous inquiries. He even went so far as to pack his grip, thinking he would be ready in case quick action was needed. Sorrowful was his countenance when he found out that he had been overlooked and he was not to go. Pretty hard luck when so much valuable time has been wasted buying shoes and suit.

Mrs. Barker has a peculiar fondness for those Charles Street busses. One thing that is noticeable is the numerous times she speaks of "Vic." One can never tell

whether she means her Victrola, Vick's Salve, or Vic Kruger.

Reid wins the straw handled fork awarded in July for the prize shirt. A most delicate shade of gray and peculiar material. He claims it was Mexican silk. We generally call it cambric or muslin.) It might have been a field shirt but not an office shirt.

Gus Spath occasionally wanders to the 12th floor. That boy is afflicted with absent-mindedness and we believe he is looking for a rest cure.

Jacobs is often in deep study. That boy of his, born on July 1, is the reason. If the youngster takes after his daddy, it would mean deep study for any parent.

Gerhold is back from his trot around the globe. This time he went to Omaha, Neb. He is rather quiet on the subject and there must be a mystery. Last year he went to California and the year before to Colorado. Europe in 1923?

McCrone and Dews, Cost Engineer's force, are on special work in Chicago and there is no telling what will happen. We may have interesting news later.

Brewer still handles the Official Guide in secrecy. When he is asked as to his destination, he only says "I am going away."

Bartell spent a week at Royal Oak, Md. He wrote to almost every place in the world and I believe this was the only place that would take him.

The accompanying picture is of Charlotte Elizabeth King, niece of the Valuation Department correspondent. This youngster is an ardent exponent of good humor and cheerfulness. She is just nine months old, weighs 18 pounds, and resides with her parents, Rev. H. W. and Mrs. King, at Scranton, Pa.

**Little Bits of Lubrication that Make the Wheels of the Machine in the Central Building Run Smoothly**

1. When boarding the elevator, be sure to stand right in front in case you are going to 9th, 10th or higher floors. This is in order that those desiring to get off at the lower floors may have the pleasure of pushing through and jostling the other passengers.
2. When in the lunch room, take your own good time at the counter and when through, continue your conversation with the one next to you. Those waiting have plenty of time for lunch and the time they return to the office makes no difference at all.
3. Do not replace catalogues, files and other papers where they belong, as you can always find them yourself and the other fellow does not count.
4. Make the floor the place for waste paper and other refuse. This saves the wear and tear on the waste paper baskets and makes life easier for those cleaning the office.
5. Never excuse yourself to your fellow clerks for any mistakes in your work or for any inconvenience you may cause. It is not expected of you.
6. Be sure to consider yourself first in all things, as the other fellow does not count.
7. When a head of a department or group head is conversing with one of the office force, be sure to butt in without excuse or invitation. *You* and *your* work are the two most important factors in the office. Politeness and good breeding should always be forgotten. They do not count at all.
8. Do not make use of brevity in your work. Others often have to handle work which you have completed and they prefer to wade through an elaborate description and details; and besides it helps to pass



away the time and increases the use of stationery.

9. Always come late in the morning. Five minutes makes no difference and the boss believes in variety.

10. Never smile but look grouchy. This does the most good and conveys the impression that you are bearing the world's burden.

11. Transact all of your private business on Company's time. This is what you are paid for.

12. See the other fellow's faults and mistakes first. Yours are so few that you have plenty of time to knock the rest.

The Valuation Department Summer Duck Pin Tournament has been brought to a close and all have agreed that it was a success. Although it was our first series, the spirit of the boys was wonderful. Some of the boys had practically no experience and were new to the game, yet strange to relate, two of these were on the winning team. The figures given below show the relative standing of the teams, averages, etc., and it is safe to say that if the team from the Auditor of Coal and Coke Receipts Office will look carefully it can be seen that our hat has been thrown into the ring. A series of games between these two teams would be interesting:

McCann.....	2	21	1783	84.9
Bonney.....	4	36	3033	84.2
Dews.....	4	33	2776	84.1
Vorwerck.....	1	36	2982	82.8
Schutte.....	6	30	2448	81.6
Boberg.....	5	36	2818	78.2

High Team Score Three Games No. 1... 868  
 " " " " " No. 2... 858

High Individual Score Three Games  
 Smythe... 326

" " " " " Leimbach... 319

High Team Score One Game... No. 2... 317  
 " " " " " No. 6... 310

High Individual Score One Game  
 Stevens... 134

" " " " " Pugh... 130

**Office of Assistant Comptroller Deverell**

Correspondent, JOHN A. RUPP

Richard J. Peters, this office, and Miss Marie Smith, office of the Auditor of Disbursements, were married on June 28, at 6.00 p. m. at St. Martin's Catholic Church. Our best wishes are extended to both.

Watch your "P's and Q's," Dick.

Remember Henry Elphinstone now has a lame arm, but he says his wife didn't slam him. Inasmuch as he avers that the acci-

Of a lively disposition and full of fun, what she ever saw in the fellow Shipley is past me. Our personal opinion has been that the knot was tied quite a while ago, during a Pittsburgh trip, but Alice says there is nothing to it.

Well, we sure are sorry to see her go, but after waiting for that guy seven years, we suppose we will have to make the best of our loss. Don't forget to let us hear from you, Alice; if he treats you rough we will appoint a delegation to wait on him. So long, old girl. Congratulations and good luck go with you!

**Office of Auditor Disbursements**

Correspondent, JOHN C. SVEC

While we were expecting to be informed most any day that he was to be married, yet we were quite surprised to be notified on July 17 that Harry M. Foster, secretary to auditor disbursements, had been married to Miss Margaret V. Robosson, since March. The entire office force extend congratulations and best wishes for their future happiness.

After taking their delayed honeymoon they will reside at 833 Bentalou St.



1. Miss E. M. Ritter had a good time at Atlantic City on her Fourth of July holiday. 2. The "Old Boy Himself," one of the gay sports sunning himself on Atlantic City's beach 3. Miss Rose Daline, getting ready for a plunge at the same popular place. Oh, but didn't they all have fun!

**Team Standing**

TEAM	WON	LOST	PER CENT.	AVERAGE
No. 1.....	27	12	.692	271.1
No. 3.....	24	15	.615	268.3
No. 2.....	22	17	.564	260.6
No. 6.....	20	19	.513	264.8
No. 5.....	12	27	.308	258.3
No. 4.....	12	27	.308	253.1

**Individual Averages**

TEAMS	GAMES	PINS	AVERAGE
Smythe.....	39	3914	100.4
Leimbach.....	33	3132	94.9
Gumpman.....	39	3670	94.1
Kreichbaum... 2	39	3600	92.3
Porter.....	39	3597	92.2
Robinson.....	30	2676	89.2
Stevens.....	39	3478	89.2
Nugent.....	39	3450	88.5
Lavine.....	24	2115	88.1
Taylor.....	39	3416	87.6
Pugh.....	39	3396	87.1
Meese.....	33	2824	85.6

dent happened at a baseball game, we'll take his word for it.

In accordance with the expressed wish of the majority of the employees of this office, a committee was appointed for the purpose of effecting a Welfare Organization. Rules were adopted on May 16, and the following officers were elected by this committee: Chairman E. F. Jendrek, Treasurer Miss A. M. Kerr and Secretary C. B. Lewis.

**Auditor Coal and Coke Receipts**

Correspondent, JOHN LIMPETT

When Miss Alice B. Ott resigned her position on June 27 to take up her duties as a model wife to one Warren B. Shipley (at one time an employe of this office) another of the old guard passed by the way.

Miss Ott was one of the first group of ladies employed in this department and after eight years of acquaintance, she is the same today as when first we knew her. Of course she carries a little more weight today than she did eight years ago.

Weddings of recent interest were as follows:

Miss Loretta A. Schaffer to Mr. Randolph Weaver, on Monday June 19, at St. Paul's R. C. Church. After a trip to Norfolk, Va., they will reside on Evergreen Avenue, Hamilton.

Miss Marie A. Smith to Richard J. Peters, who was formerly employed in this office (where the romance began) and now employed in Assistant Comptroller Deverell's Office. The wedding took place on Wednesday, June 28, at St. Martin's R. C. Church. After a trip north they will reside at 2111 Penrose Avenue.

William G. Fritz to Miss Lillian E. Land, on June 20 at Christ English Lutheran Parsonage. After a boat trip to Boston and nearby points the couple will reside at 1220 Cleveland Street.

Louis H. Becker to Miss May Harvey, on June 27. The couple spent their





Eight reasons why the Auditor of Disbursements has a happy office force. Picture taken on the roof of the Baltimore and Ohio Building. Their names are Misses Dorothy L. Robinson, M. Elizabeth LaFevre, Gladys V. Griffith, Kathryn S. Spear, Francis W. Goldsmith, Ethel A. Porter, Regina M. Coster and Mary C. O'Hayer

honeymoon in Boston and Atlantic City.

We extend our hearty congratulations to all and the Auditor Disbursements Association presented each couple with a gift.

It looks as if the summer rush is about over, but as Dame Rumor will have it, there will be a few more of the young ladies leaving us in the fall.

The Auditor Disbursements Office Baseball Team is still keeping up its winning streak and keeping in first place, having won nine and lost two games. They are in hopes of winning the pennant this year in the General Office League.

A familiar face that will be missed in the games will be that of "Long" John Scheuerman, who was injured on Saturday, July 3, while playing with the team at Druid Hill Park against "Scotty's" Royal Blues. Attempting to steal second, John tried one of his famous (to be) slides, but this one refused to work (as usual) and he broke his right leg. After rendering first aid, Dr. Hoffman took him to the Mercy Hospital where his leg was set. We all hope that it will heal quickly.

On Sunday, June 25 Assistant Chief Clerk John R. Boring took it into his head to try out his Auburn car on a long trip. Newark, Ohio, his home town, was his destination. He had a fine trip, both going and returning.

Herbert Corkran acted as special representative of the Baltimore and Ohio on the recent excursion of the Shriners to the Pacific Coast. Colonel Corkran reports a splendid trip and a thoroughly satisfied lot of excursionists, which only goes to show that when the Baltimore and Ohio starts something it knows how to finish it.

Some of our supervising force have been celebrating in the past couple of months. E. Frank Thomas, head clerk, Payroll Bureau, celebrated the completion of his thirtieth year of service with the Company on July 1; G. H. Pryor, auditor disbursements, completed his thirty-eighth year of service on July 7; J. F. Donovan, chief clerk, completed his forty-third year of service on July 28; and Walter Wilmer, assistant chief clerk, finished up thirty years of service on August 9. And still they all look good for many more celebrations.

### Auditor Freight Claims Department

Correspondent, NELLIE F. COLLISON

Our fair Lillian is shown in the accompanying picture with her "Dear" Paul and other friends, having a glorious Fourth at Atlantic City.

Paul is one of the modern Seven Wonders and has succeeded in making Mother believe he is a W-o-n-d-e-r-f-u-l Boy. Be this as it may, all of us have had to lend our hands at "Match Making." The game is now progressing rapidly and Paul is a great strategist. To further his ends he has resorted to gifts of wonderful green earrings, necklaces and oil paintings, besides the usual voluminous donations of sweets and flowers. His latest and greatest success was an alligator from "Way down Souf." "It won't be long now."

"Rip Van Winkle," S——, our celebrated song bird who sleeps with one eye open, has returned from his vacation with a pair of patent leather pumps and a new supply of songs. Flapper Blues, Home Brew Walk and Cake Eater Glide are among his latest hits.

Since July 7, our co-worker, W. H. O., has been displaying more pep and wears the ear-to-ear smile. Some attribute this to his emigration from South Baltimore to the suburbs of Lake Montebello. It must be so, too, because in the early morning hours he discourses eloquently upon birds and their songs and the sweet odors of new mown grass. We also notice that his eyesight is better and there are no more complaints relative to cinders from passing trains. We hope the improvement will last equally as long, as this "move" was delayed, and that never, in a moment of retrospection, will he entertain the sentiment expressed in George Cohan's song, "Anywhere but Broadway Is Simply Camping Out," substituting South Baltimore for Broadway, of course.

"Dapper Dan" and "Teddy" have a really bad case and it looks as if we are going to lose our fair "Teddy." This is a fair warning, boys and girls, to save up your pennies in an effort to get the usual quarter.

Since the evening of May 30, D. H. D., Tariff Department, seems to be interested in one of the fair maidens of our department — or is it the Nash car that is the attraction?

Our Earl at one time owned a Saxon (one of those cars you fold up and shove through the cellar window), but, alas! the engine reached the stage of a one-passenger puller. As the lady in the ease had never learned to manage the wheel, and Earl was too gallant to ride and let her follow, he made a sale and bought a "Shove-or-let."

A full crop of inconsistency is the chief possession of a certain member of this Department. For some reason or other, his conversation is largely upon the subject of matrimony and he points with the finger of scorn to anyone languishing in a state of single blessedness. On the other hand, all attempts at vamping parties in the office are immediately squelched (you may ask GLS and FXS to verify this statement) by his interference.

Moral: Inconsistency, thy name is not always Woman.

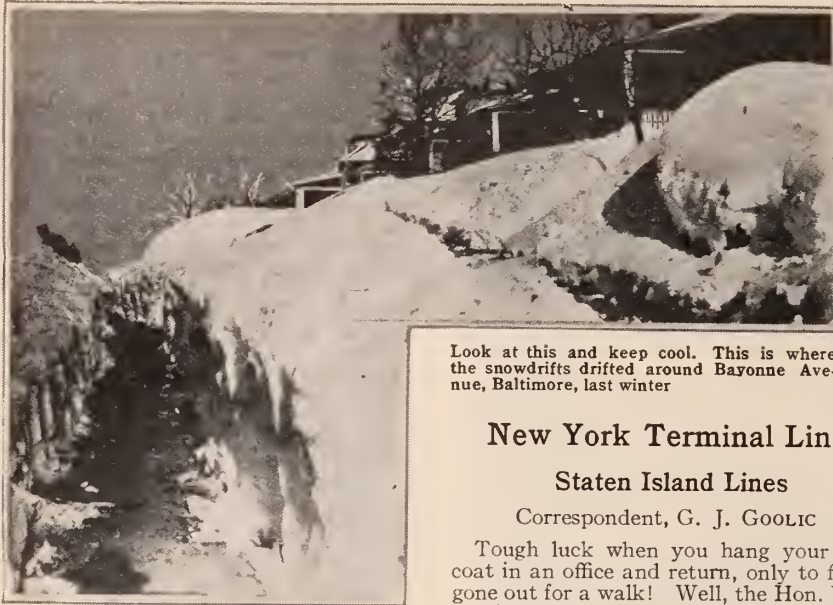
The deed is done, and Nelson A. Thompson and Miss Margaret A. Auck are "Two minds with but a single thought; two hearts that beat as one."

Felicitations! May your joys be as deep as the ocean and your sorrows as light as its foam.



Lillian, "Dear Paul" and their friends at Atlantic City. This was not taken in the Annex





Look at this and keep cool. This is where the snowdrifts drifted around Bayonne Avenue, Baltimore, last winter

Hide and Seek is a good game, but, Henrietta Marie, we think that you and a certain brown eyed person of noted flaming locks, should have had enough of the corners. It is about time now for "Ike" to "speak up and 'spress himself."

#### Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

While the weather is hot, lets take a peep out on Bayonne Avenue, as it looked last February through the kodak of Osborn.

Some time ago one of our number was glad handing it around like an old time politician. Had a fine time piling up votes through the instrumentality of some of his friends who landed him, they say, at the head of the list as a delegate to the Relief Department Convention held in Cincinnati. Maybe Harry Ries liked it so well he might try again next year, now that he knows the ropes. Sorry we couldn't purloin a photo to let you know how he looks, but his picture was on an inside cover a long time ago.

Mary and Helen were complaining about sore feet after their vacation north. Blowing into Niagara Falls, they found the car lines were tied up, so, to see things firsthand, they hiked.

Radio from Lancaster states that the Maries have arrived.

Country dinners, etc.—  
Back to the simple life for a spell.

The airplane bird—Mr. Stock—was seen soaring around Relay—Elkridge, some few days ago and left a fine girl at the home of L. E. Kemp, at Hanover, Md. More congratulations!

#### Weddings

George L. Donoho, Interline Settlement, to Lillian Worthington, Statistical Department, June 6, at Church of the Ascension, Lafayette Square.

Allen Hartment, Interline Settlement, to Bessie C. Leitch, June 1, Overlea M. E. Church, Maple Avenue, Overlea, Md., Rev. C. H. Lambdin, Pastor. Best wishes!

## New York Terminal Lines Staten Island Lines

Correspondent, G. J. GOOLIC

Tough luck when you hang your raincoat in an office and return, only to find it gone out for a walk! Well, the Hon. W. E. Pettigrew slipped on a raincoat and went out. Later, General Foreman "Barney" Devins returned, looked for his raincoat, and picked on the office staff for having hidden it. We're sorry he had to go out to Arlington (no man's land) without a raincoat, in all of that down-pour.

The accompanying picture is of Ruth Taylor, age 4¼ years, daughter of Walter Taylor, chief clerk to the superintendent.

The Staten Island Railroad Club defeated a team composed of "Vikings" and "Americans" at Viking Field, on Saturday, June 10, by score of 5-4. Kopko twirled his usual fine game for the rails and allowed but a few scattered hits.

The Railroad club lined up as follows:  
J. Larkin, s. s.; F. Dougherty, c. f.; C. Ryan, 1b.; T. Hurley, r. f.; F. Rebhan, l. f.; F. Stanton, c.; J. Goodski, 3b.; J. Ryan, 2b.; J. Kopko, p.

Here's a good picture of Train Announcer Robert Silva, Passenger Crew Dispatcher Malcom Sandborn and Trainman John Heywood.

John Goodski, clerk, Superintendent's Office, has just returned from a two weeks' tour, Niagara Falls and Washington. This

is the first time John has taken such a trip, and he got sunburned. The office force is trying to figure out just how he got it riding on the trains for two weeks. Tell them, John.

Henry Hegdal is now office boy, Superintendent's Office, Pier 6, St. George, vice Henry Kiehn, transferred to Division Accountant's Office. We all wish them the greatest success.

Harold Vidler has been employed as messenger, Division Accountant's Office, vice William Langford, who went into the car repair gang.

A certain engineer in St. George Yard has been trailing with his car in search of Prince Dwyer, for the last month, but is unable to find him. Prince, as he is known, has found a new widow and is now much interested in her. Why are they after you, "Prince?"

There is a rumor going around that Yard Clerk Henry Keonig, St. George, has a new boss, and that he is first trick reefer inspector. We wonder who he is.

The Third Annual Ball of the Employees' Mutual Benefit Association will be held on Saturday evening, October 28, at the Stapleton Club Rooms, Stapleton, Staten Island. Music will be furnished by our old favorite, Prof. "Nick" P. Vice. "Nick" was an old employe of the Staten Island Rapid Transit and has always treated the Association with the best music on Staten Island.

We would like to have all employes come and have a fine time. Tickets, gentlemen—50 cents, ladies—25 cents.

The members of the committee in charge of this affair are G. J. Goolic, J. V. Costello and W. P. Slattery. If you were at our last dance, we know you will not miss this one. The committee is working hard at present to make this dance the best that was ever held on the Island. This can be done, if all will work together.

#### Pier 22, North River, New York

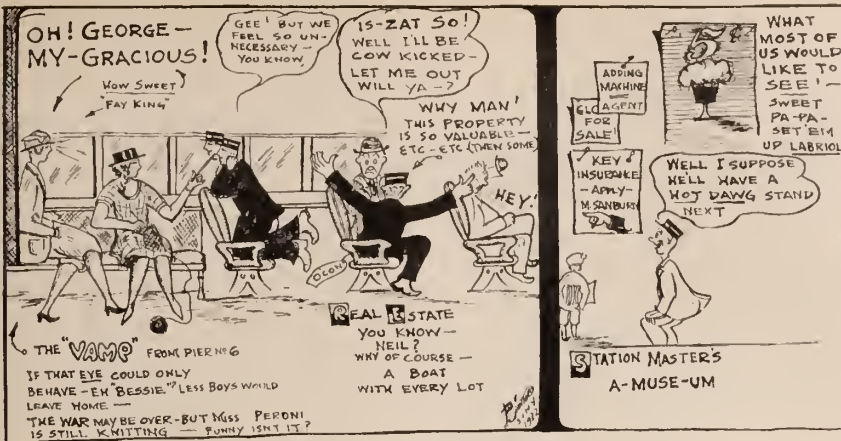
Correspondent, JOHN NEWMAN

The first picture in the group on the facing page might be named "Extremes Meet," "The Long and Short of It," or "One and a Half." The long end of it is our Brobdignagian, Pete McKaigney, ex-



Left: A worthy trio—R. Silva, M. Sanborn, J. Haywood. Right: Little Ruth Taylor, daughter of chief clerk to superintendent, St. George, S. I.





Santoro's Picturesque Personalities



Watch your step!

tending a four-foot arm in protection, or blessing, above the head of a micro-organism named Francisco Carmine Santagata. If he were half as long as his name!! Well, he is good stuff in a small package. Good fellow, good worker, good citizen and good friend. Quantity doesn't count. Many of us poor perverts still would prefer a "pony" of Pilsener to a bucketful of "near-beer." ("Near-beer!" Far from it—"Far-beer!")

This picture, taken by the correspondent on the roof of Pier 22, presents the Misses P. K. (left) and M. G. (right), our two "bobs," previously referred to in these columns, also the sparkler on Miss M. G.'s hand—the promissory note to the "Promised Land"—of which mention was made in the May issue. Thus flanked, left and right, in the center stands a beauty of a different type—blonde, shy, Miss Lillian Schultz. We are sorry to say that we will have no further opportunity to speak of Miss S., as she has resigned her position since this picture was taken, so we cannot let this chance pass without saying that she was an "awfully nice" girl, with a smile always ready to acknowledge a pleasantry. The picture furnishes a study in contrasts; it also affords an opportunity to review anew the "to bob or not" question. Of course, there is no reason for argument.

John Bradley has left Pier 22 to become a "Street Man" in the Traffic Department. Willet Peleman quit the railroad for the candy business, as did Francis Duffy. Miss Schultz left to accept a position with better pay and better prospects, she hopes. And we hope so too; in fact, we are hoping that everybody who is *trying* and *hoping* will not hope in vain. Hoping for something to "turn up" is vain. The only thing that we can depend on to turn up is a barrel-hoop when trod upon. But hopefully trying and again trying, should be productive of results sooner or later.

Quite a number of changes or shifts have taken place in the office personnel within the past few months, caused by these and other resignations. These have been followed by the inevitable chain of promotions, determined by seniority primarily, "fitness and ability" being subjacent and subordinate conditions, according to agreement. Every resignation from one of the higher rated positions means a shake-up that amounts to practically an overturn of the whole office force, causing much trouble to the department heads by necessitating "breaking in" new hands continuously.

"Barney" Jordan has returned from a sick-bed back to harness, taking up his old duties at Pier 22, and also resuming the old habit of lurching in a certain place

with a certain partner. He appears aglow with new health and new ambitions.

Wonder if our wishes, expressed some time ago in these columns, were effective.

The following note, contributed by "X," is masked and shrouded in mystery to the uninitiated, including ourselves, but will no doubt prove interesting to the parties for whom intended:

"Al" Fox has declared his favorite instrument to be the cornet, especially the powerful La Blanche Cornet." (We never heard of it.) "He is scanning the 'ad' columns of 'apartments to let' for one room and bath for the pursuance of his musical studies." (The bath to drown the noise in, we presume.) "Al" is a man of large ideas; he is negotiating for the shipment of a carload of preserve jars, f. o. b. Kingston, N. Y." The paragraphs in the foregoing appear not correlated, but they probably

all revolve about the fact of Al's approaching nuptials, next fall.

Safety item addressed to some of the boys here: "Wear suspenders—or if you *must* wear a belt, for the luv-o'-mike, wear a belt *and* suspenders.

This nice person is Edmond Joseph Levey, Eastbound Department—"sport, man-about-town and all that," as Cartoonist Lynch puts it. He has a good face and a fine vest. He also, like myself, has a great future behind him. That is all we know about him, and, anyhow, it describes him.

We want to call the attention of everybody to page 33 in the June issue of the MAGAZINE, where the name of J. J. Bayer



ALL AROUND PIER 22, N. Y.

1.—"From hillocks low to dizzy heights"—and we have 'em all sizes in between. 2.—Edmond Joseph Levey, his smile and his checkered shirt. 3.—The Fourth Triumvirate—or "Holding down a man's job."



stands forth emblazoned in large type. On another page in the same number we poked some fun at Mr. Bayer's refusal to "blow his own horn," insinuating the possibility of there being no music in it. Sort of veiled "ha-ha" it was.

We now stand shamed and beg pardon. "Joe" never did shout much; he transacts (accent on the second syllable) without noise. His motto in this respect is "let George do it," and George does it. "Deeds, not words," said T. R. That is what boosted "Joe" into a station agency at the age of twenty-seven.

The great and "Glorious Fourth" of the past generations, with its wonderful pyrotechnical displays of gunpowder and bathos, the bomb and the cannon-cracker, the fires, deaths and mutilations directly due to these agencies, has gone to join the Auk and the Dinosaur. In its stead there has been inaugurated, or rather developed, a "safe and sane Independence Day," on which the old fire-eaters may watch their children's children in parades, games and patriotic exercises. This is to lead up to a story concerning Joe Canfield, our chief messenger at Pier 22, whose picture you find on page 41. We were told that Joe had won a medal for fast running, so we got after him for a look at the medal and particulars.

It is a beautiful goldpiece about the size of a "double eagle," with Mayor Hylan's bust in relief on the obverse and a field of runners racing towards the beholder on the reverse, surrounded by the inscription "Safe and Sane Fourth of July, 1922." That is the medal. And the particulars: Joe was strolling about on the Fourth, togged in his best, when he happened at an athletic meet arranged in Battery Park. A 100-yard dash was the next on the program and Joe entered it as he stood, in toto, creased trousers, shined boots and all, against a large field of B. V. D'ed would-be winners. Joe came out first, in 11 seconds flat. The field "also ran." Like another chief messenger, Mercury, Joe has wings on his heels. Further inquiries brought out that this is not Joe's first or only medal; he has a collection of them for victories in distance running, boxing, broad-jump and high-jump. He is only seventeen this month and is a quiet, unobtrusive, and well behaved boy. Want to meet him in B. V. D's? Take another look at his picture. We predict that Joe will "be in the papers" some day.

A world-beater in another line is Tom Marrucci of Uniontown, Pa. See page 15, June issue of this MAGAZINE. Tom worked eight years at two-fifty per day, and saved. With his savings for this period he bought twelve "properties," the last one costing ten thousand dollars. How he did it is in the Realm of the Riddle. Spencer in his "First Principles" says: "Before an idea can be understood there must be a mental structure capable of grasping the terms of the proposition."—My mental structure, Giddap!

**Editor's Note**

Knowing only enough about high finance to keep the w. k. wolf barely off the ancestral estate, and claiming no relationship or acquaintance with the equally w. k. Ponzi, et al., I can only refer my esteemed correspondent to one Andrew Mellon (who is said to know how to cut 'em) but who is now occupying the m. or l. exalted position of secretary of the Treasury, at the Hub of the Baltimore and Ohio Universe, to wit, Washington, D. C., and whose Savings Department is responsible for the aforementioned story about the redoubtable Tom.

On June 30, Terminal Cashier Fred W. Nelson attained his majority, 21 years, in the service of the Baltimore and Ohio.

Twenty-one years from messenger-boy to terminal cashier in exactly twenty-one moves, by promotions. He tackled the Baltimore and Ohio mailbag at the age of fourteen, in 1901, and through a desire to want to know, learned in advance the jobs to which he was successively promoted. Mr. Nelson also has the remarkable, if not unique, distinction of having caught up with his father as a veteran in the service, both now being members of the Baltimore and Ohio Veteran's Association. Mr. Nelson's father, Captain Nels. B. Nelson, ex-deepwater sailor and globe circumnavigator, has been navigating Baltimore and Ohio lighters for the past 32 years; but is still young, in appearance about forty. As Cashier Fred's oldest son soon will be the age at which his dad shouldered responsibilities and the mailpouch, twenty-one years ago, it is possible that twenty-one years hence a Nelson the Third will step into the ranks of the Baltimore and Ohio Vets, and along with sire and grandsire combine to make up a trio, as remarkable, in a different respect, as that depicted in "The Spirit of '76."

Miss P. K., previously introduced in these columns, has reported for duty after being absent for two weeks, as the result of an operation for too much tonsils. Not so very sick, but couldn't talk, she says. That explains the two weeks' absence from duty, for of course, of what use is a stenographer if she cannot talk.

Aside from the really worth while reading matter in the MAGAZINE there are many gems of wit, humor, experience and reasoning scattered in the text of the Among Our-

selves notes. Read them and profit. The funniest conceit in the May issue is Mr. Mannix's (East Dayton, O.) epigram in verse, entitled "Save the Pieces." Read it and laugh.

The Pier 22 office has taken on the aspect of a cloudy day because of the lead-colored alpaca office coats purchased wholesale and distributed at cost to the male force by Mike Mueller, general purveyor and commissary by self-appointment. Silver edging to the cloudy effect, with here and there a rift furnishing light and color to offset the gloom, supplied by the "bobbees" and "flapperettes."

Extensive repairs to the Pier 22 structure are being made. New foundations laid under the supports carrying the superstructure containing the offices, necessitate excavations under the dock flooring. An idle bystander, watching operations, wanted to know if the diggers had found "any nuggets." "Only pay-dirt," replied one of the gang. Correct!

Arthur Brisbane says: "Tell your young man who thinks that the most important thing in the world is a good, long vacation, that when the hare lies down to sleep the turtle wins the race. Remind him that Edison's genius is ten per cent inspiration and ninety per cent perspiration. Many turtles will collect, as usual, at the end of this summer." Some other wisenheimer has said: "All work and no play makes Jack a dull boy." So there you are; it is up to you to decide whether you prefer to be a perspiring turtle, equivalent to a dull boy, or a sleeping rabbit. There seems to be no other alternative.



A "funny" by Jim Powell of Staten Island



What is a man worth? Practically nothing, or about 98 cents, chemically. Analysts assert that man is composed, in addition to water, 85 per cent, of the following ingredients: "Fat, enough for 7 bars of soap; iron, enough for a twopenny nail; sugar, enough to fill a shaker; lime, enough to whitewash a chicken-coop, phosphorus, enough to tip a box of matches; magnesium, enough for one medicinal dose; potassium, enough to explode a toy cannon; sulphur enough to rid a dog of fleas. As William Cox sings, "Oh, why should the spirit of mortal be proud?" Oh why, indeed? 98 cents! That covers the value of *man*; does not apply to woman. From our acquaintance with the superior sex we should judge them to consist of pop-soda, (you know the fizzy kind) for the liquid component, and chocolates, tea-crackers, pickles and etceteras for solids.

Safety First Item—Don't dispute the right of way with a Locomotive.

Weary—Eight hours' work and eight hours' sleep, says the doctor.

Wiry—Yes, but not together.

Thickfellow—I was thinking.

Quickfellow—What with?

## Eastern Lines

### Baltimore Division

Correspondent, W. H. TARR

Well! The Division Baseball Team got into the League. Earl Mallery, manager. They expect to be bidding strong for first place before the season closes.

### East Side, Philadelphia

Correspondent, CHARLES H. MINNICH

Max Kaigh married Frieda at last, and it was some wedding! We didn't think that he had the nerve to do it. Well, it's too late to worry now. Max returned safely from his honeymoon in Chicago.

Pete Perlson also tells me that he is numbered among the benedicts. Good luck to 'em!

### Mt. Clare

Correspondent, MOLLIE S. ALBRECHT

#### Superintendent of Shops Office

Marion doesn't look quite so sleepy in the mornings now. Perhaps the cars have stopped running to Highlandtown.

Our young lawyer, Poole, has taken his yearly exams., but he doesn't know just where he stands as yet. However, if arguments will make him head the list he'll be a regular Morvich or Man-o'-War!

Our office has taken on quite a snappy air! One of our young ladies had her hair bobbed. Lots of remarks were forth-coming from our friend, the barrister, but we just sniff at him, don't we, Edna?

Hats are still being worn by our illustrious chief clerk and assistant. We are mortally afraid for their hair! We ask help from the wives of these head-gear-wearing men. Can't they persuade them to leave off their lids and save their hair? We don't want bald-headed chiefs.

Hankin is still wearing his grin! He must have quite a few pleasant memories stored in his brain cells, for every now and then he takes one of these memories out, unwraps it, enjoys it, and grins! Old dear, if you ever get married, for heaven's sake don't do this! It may bring a welt on your head!



Health Crusaders from West Brunswick School, as they appeared in the Veterans' Parade. 1—Ready to start. 2—One pauses to display the old adage. 3—Bubbling over with fun and ready for all the exercise which they advertise. 4—In all their hilarity they did not forget to greet the Baltimore and Ohio Veterans



### Drawing Room

LOST, STRAYED, OR STOLEN: One lunch, belonging to our friend, Els. We don't know whether the conductor on the car bringing her to work was hungry, or whether some hungry little mouse took it. Els, put a Yale lock on it.

Miss Connelly received an anonymous letter some time ago, giving her some good sound advice, and we have yet to find the writer. Will he or she please 'fess up quickly? Our curiosity will consume us.

### Sparks from the Flue Plant

"Sparks are flying in the air  
Hither, thither, everywhere!  
Just a few we've chanced to hold,  
And into words these few we'll mold."

If any one is in doubt about our national sport, he would soon be enlightened by a visit to the Flue Plant before 7.00 a. m. The arguments put forth are worthy of our best lawyers, the usual contestants being "Judge" Duffy Kuhl, Ed. Kuhl, Sam Dearing, Harry Tarun and George Washington. What they don't know about baseball isn't worth knowing!

We are sorry to announce the loss of one of our best-liked men, B. F. Ellers, who has resigned to take a clerical position in the Post Office. Frank, old scout, we wish you

all kinds of luck, and we know that if it rests with you, you're bound to "get there."

William Sapp, the dark complexioned gentleman who helps operate the cranes and rattlers, is proud to say he hasn't lost a minute this year. Harry Tarun, his side kick, is running him a close second, save that Harry came in half-hour late one day. Is there a reason? you ask. We really cannot say!

### Spring Plant

#### Jones Creek for Fishing

Yes, this is the advice put forth by Mr. Crandoll. And you can just bet on this being so, for Mr. Crandoll has quite a reputation as a fisherman. However, we are just a wee bit afraid of his losing his reputation as a salty fisherman if he doesn't do better than he did on the fishing party of June 10. He may have to go down-town, buy a fishing game and do a lot of practicing to keep up his reputation! All the bites he had on this trip were mosquito bites. We believe that he landed four fish but we do not know whether they were minnows or whales.

### Washington, D. C. Freight Station

Correspondent, W. L. WHITING

Washington, D. C. is at the present time enjoying its annual vacation period. The governmental departments and the majority

of the business houses are closed part of the time so that we are not experiencing the great rush of work that the late winter and spring trade affords us. Nevertheless, we are not in danger of falling into the mischief that is to be found for "idle hands to do."

We have had no changes in our force since last month, and we do not contemplate any.

Our sick list is the same; M. F. Kelly, sealer and W. A. Keys, delivery clerk, are still unable to return to duty. The former is suffering from nervous troubles, and the latter with rheumatism. Fears are entertained that Mr. Kelly may not return for some time to come, if at all; but we hope to see "Doc" Keys around before very long. Both are veterans in the service and are popular with all.

Yard Delivery Clerk F. W. Harrison spent a pleasant week at Norfolk, Va. recently, visiting all the points of interest within reach of that city. He came back showing that he had missed nothing of the sea air and warm sun of that section.

### Brunswick, Md.

Correspondent, R. L. MUCH

Firemen S. S. Keller and F. W. Faulconer, with their pedigreed setters, appear in our photographic limelight this month. The dogs are being trained for their fall hunt. They are valued at \$300, and are the finest of their kind. Besides being our Company's firemen and always on the job, Messrs. Keller and Faulconer are hunters and sportsmen.

Engineer Jasper Harrison and his interesting family, along with Mrs. May Jenkins, of Washington, D. C. (sitting), are also thrown on the screen. Mr. Harrison owns a lovely home on New York Hill, Brunswick. He has been in the service of the Baltimore and Ohio for 30 years.

The Careful Crossing Campaign has proved a success, as far as our railroaders around Brunswick are concerned. Not a single accident has occurred here. "Our Boys" are always ready to stop, look and listen, and it would be a great blessing if everyone would observe our Company's safe rules.

Because of the unsettled labor conditions, it has been rather difficult for the correspondent to secure many items of interest. We have sincere hopes, however, that everything will be ironed out soon, and that we shall all be happy again.

### Cumberland

Correspondent, JOHN J. SELL

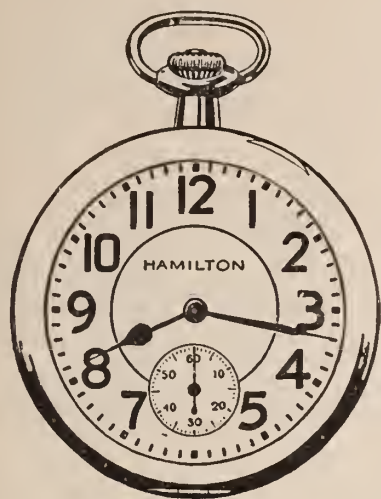
Matthew J. Sarsfield

Night Chief Train Dispatcher Matthew J. Sarsfield, Cumberland Division, died on July 9. Mr. Sarsfield was born in Oakland, Garrett County, Maryland, 38 years ago. He was educated in the common schools of Oakland, after which he studied telegraphy, and secured a position with this company as extra operator. He worked in various telegraph offices on the Cumberland Division, and later was regularly assigned as operator at Piedmont, which in those days was a very important helper station on the West End of the Division. After serving some time there, he was made copying operator in the Dispatchers Office, Cumberland. He rapidly rose to the positions of extra train dispatcher, train dispatcher and chief train dispatcher. About one year ago his health failed, necessitating his giving up his work, and while his death was not entirely unlooked for, it was quite a



Brunswick Folks. Above: Engineer Jasper Harrison and his interesting family. Below: Firemen S. S. Keller and F. W. Faulconer and their pedigreed setters





Hamilton Watches range in price from \$40 to \$200; movements alone, \$20 (in Canada, \$23) and up. Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.



## A Mile-a-Minute Schedule on Hamilton Time

**C**ONDUCTOR Nicholas Laycock of the Philadelphia and Reading Railway "Rocket" to Atlantic City times his fast train with a HAMILTON WATCH. This train regularly travels the fifty-six and a half miles between Camden and Atlantic City in fifty-five minutes, equaling the record of the "Boardwalk Flyer," which is known as the fastest regularly scheduled train in the world.

When Conductor Laycock chose a watch that would time his train with consistent accuracy, his choice was naturally the HAMILTON—"The Railroad Timekeeper of America."

**It will pay you to own a watch  
with a service record**

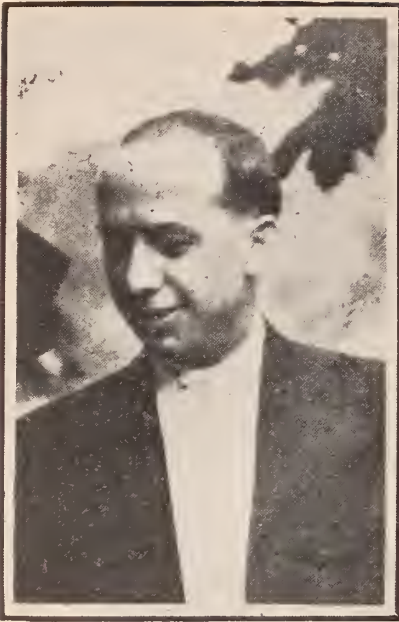
The Hamilton Watch is the choice of most American Railroad men—a highly significant fact, for Railroad men **MUST** have accurate time-pieces. A great many of them choose the Hamilton 21 Jewel, No. 992—and if you want true time all the time follow Conductor Laycock's example and purchase a watch with a real record for service, where service counts.

HAMILTON WATCH COMPANY, Lancaster, Penna., U. S. A.

# Hamilton Watch

"The Railroad Timekeeper of America"





The late M. J. Sarsfield

shock to his many friends and fellow employees.

Mr. Sarsfield was of a genial disposition and was never too busy to do a friend or fellow employe a favor, no matter how small. This endeared him to all who knew him.

He is survived by his wife, who was Miss Stella Laughlin, formerly of Westernport, Maryland, and two small children, who reside in Cumberland.

The funeral services were held from St. Patrick's Church, Cumberland, with burial in the church cemetery. The Local lodge of the Knights of Columbus, of which the deceased was a member, had charge of the funeral arrangements.

In our photograph gallery this month is a good likeness of the able assistant chief clerk to the superintendent. His many friends will be glad to see Ralph still climbing the ladder of fame. Ralph L. Ketzner, better known as "Abe", is always in the

limelight, and we are glad to say that he never gets tired of publicity. Recently "Abe" was elected to the Relief Department Convention, by one of the heaviest majorities ever given a candidate from the Cumberland Division. Mr. Ketzner is a sportsman of the first water, never missing a chance at the water and if space would permit, we'd tell you of the great catch at Harper's Ferry last summer which carried headlines in our Local Papers. Ralph started in the railroad game about 16 years ago as messenger and has been advanced through the ranks. Some time ago he was promoted from chief car distributor to his present position.

C. A. Wigal, known to all the division as "Charley," our water station foreman, has been confined to his home for the past three months, but we are happy to report that he is now recovering and that he will soon resume duty. Charley is a man who believes in a smile all the time and is always ready with a little joke to brighten the day. As a mechanic, foreman and friend, there is none better, and all our Railroad men will be glad to see him back on the job.

We also have a picture of general supervisor I. S. Sponseller, who is considered a prince among men. "Spon" is the busiest man in three states and is always on the run. This picture caught him once, however, and is almost an exact likeness.

Well, boys, vacations are in order. When on your trips don't forget the good work of passing along the word about the Baltimore and Ohio. Tell the world we have the finest Railroad, the best scenery and real service, and give them a line on why the Baltimore and Ohio should always be specified when any railroad is considered.

Misses Winifred King and Louise Zihlman, two of our efficient clerks in the Division Accountant's Office, have returned from a vacation trip through Virginia and Delaware. Several days were spent in Washington and the girls had the time of their lives. From the way Winnie always looks at *his* picture it seems rather serious, but Louise refuses to tell, and we are inclined to believe that Louise, too, could tell an interesting story about the Blue Ridge Mountains of Virginia.

DEPOSITS \$1,055,260.26  
**The First National Bank**  
 Keyser, W. Va.  
 SPECIAL SAVINGS DEPARTMENT  
 Interest paid every six months  
 from date of deposit

Keyser, W. Va.

Correspondent, HARRY B. KIGHT

We are proud to see two more of our boys climbing the ladder of success. Frank Cheshire has gone to Sandusky where he has been appointed car foreman; Roy Ravenscroft has gone to Zanesville where he has accepted a similar position. Good luck, fellows!

Out on our newly acquired M. & K. Railroad, Whitey Welshonce is guarding our property, being assigned to the night trick. It seems there abounds in that part of the country, wildcats, and other ferocious beasts of the forest. Whitey had heard of these animals appearing each night, and knowing that for some reason other employes had departed, refusing to work in such a beast infested country, he went there determined to kill or capture the cause of the trouble. Last reports are that he now has them coming to him and eating from his hand.

Deer Park Hotel opened on June 24 for its 49th consecutive year. Harry B. Kight has been appointed agent there for the coming season.

"Pete" Ervin represented us at the Relief Department Convention at Cincinnati.

Misses Katherine Kepler, Lillian Foster and Maybelle Foster, employes of the Transportation Department in the general offices at Baltimore, spent a part of their vacation at the Deer Park Hotel. These ladies paid the ticket office several pleasant visits, and seemed to be enjoying their stay here very much. They became great golf enthusiasts, and attired in their "knickers," proved themselves real horse back riders, too. We were sorry when the time came for them to have to return home.

#### Timber Preserving Plant Green Spring, W. Va.

Correspondent, E. E. ALEXANDER

Stop!

At the end of a day every man knows whether or not he has done a fair day's work.

Think!

Each day is precious and each setting sun marks another passing. How earnestly we should strive to make best use of the time given us.

How sad to think of the awful waste of time daily! We use our days as though we had a never ending supply.

Act!

Can we afford to lose one single day?

For the first time in years some of our employes are out of employment, temporarily, on account of the strike in progress throughout the country. We most sincerely hope that before this item reaches the printer, the "Slow Down" sign will be removed and that we'll get orders "Resume full speed." That's the way we are used to working; it's the only way we work and we are anxious to get back on the "high speed track" again.



Ralph "Abe" L. Ketzner, assistant chief clerk to superintendent, Cumberland, and General Supervisor I. S. Sponseller

Please mention our magazine when writing advertisers





Trackman Tom Malone, who was recently injured by being accidentally struck on the head with a pick by a fellow workman, is able to be at work again.

H. S. Simpson

We were shocked by the tragic death of one of our employes, H. S. Simpson, early on Wednesday morning, June 28, at the home of his daughter, Mrs. W. G. Adams, Springfield, W. Va.

Mr. Simpson had been in the service a number of years. He was a straightforward, conscientious worker, well liked by all who knew him.

His funeral, one of the largest in this section for years, was held from Springfield, Friday, June 30. His pall bearers, all young men, were E. M. Stottlemeyer, G. C. Conley, B. F. Twigg, J. M. Bean, Asbury Seders and J. R. House.

Our supervisor was called to Harrisburg during the latter part of June to attend the funeral of his uncle, A. I. Alexander, whose sudden death followed close upon the death of another uncle, Rev. M. C. Alexander, of Camosa, Ia.

Hamilton says "North Branch has a Mill Team that never lost a double header." We didn't know they had ever played any.

Two more nice bungalows are going up in our little town and will be occupied as soon as completed. We need more and still more just like them.

Jerry Setor is another good tieman contemplating building soon. Go ahead, Jerry! Every new home increases the value of those already built.

James Shaw, laborer, lost a fine little horse recently. Some one shot it—a pretty mean trick.

Mr. and Mrs. E. S. Robinson were the recipients recently of a beautiful "Lilly" traveling bag—another wedding present from plant employes.

- Favorite pastimes of some of our men:
- Alexander—Driving a Buick
- Stottlemeyer—Cleaning cellar
- Gross—Circus
- Conley—Auctioneering for the ladies
- Angier—Wireless
- Erving—Bear Hunting
- Allen—Working at Night
- Aville—Looking for lost tools
- Rebold—Managing a Ball Team
- Kaylor—Engine 16
- Press Allen—Farming
- Montgomery—Eating

Fireman C. C. Ricewick and Switchman W. F. Kesler are among our men who are off nursing injuries received while wrestling and playing baseball.

Assistant Engineer Maintenance Z. M. Briggs, Pennsylvania System, was among the July visitors at the plant.

At this writing Mrs. W. C. Gurtler, wife of one of our genial station clerks, is convalescing at the Allegany Hospital, Cumberland, following an operation for appendicitis.

We accompany our notes this month with a picture of one of our Operators, G.

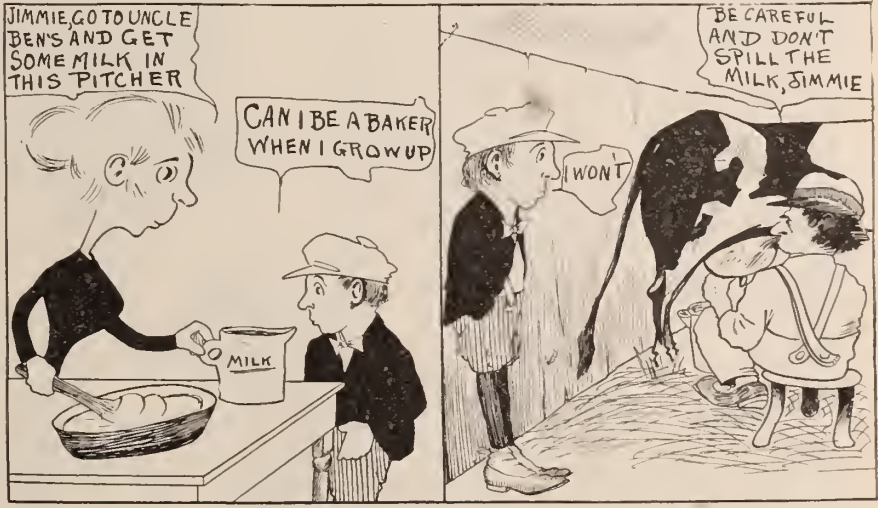
W. Kaylor, whom our reporter was fortunate enough to catch right on the job. Mr. Kaylor, who is also W. U. manager here, is always "on the job," but most of them want to get dressed up for a MAGAZINE picture. Mr. Kaylor is so well known to Cumberland Division men he needs no introduction. His attractive home was pictured in the MAGAZINE recently and we are glad he lives among us. We need more like him. The two fine looking young men on the motor car, guarding the tower in which Mr. Kaylor is working, are our efficient signal maintainer, H. P. Logsdon (left) and his assistant, J. T. Duvall (right).

Our reporter has tried several times to snap these men, but with their trusty motor car they have sped away. (They are some drivers, too.) Mr. Logsdon has fifteen years service to his credit, in the last seven of which he has served as signal maintainer. Duvall has eight; he was appointed assistant maintainer several years ago.

Theresa Pauletta Allen

One of the saddest tragedies that has blighted our community for years was the death of little Theresa Pauletta Allen, four and one half year old daughter of Engineer and Mrs. Pressley Allen, on Monday, July 10, as a result of burns earlier in the day.

The little one had been with her mother only a few minutes before the accident and her parents are unable to understand how her clothing caught fire, while playing. Her little body was severely burned and although





she was rushed by speeder to a Cumberland hospital and every effort made to save her precious little life, her little soul returned to the God who gave it only a few short years before.

The little body, in a tiny casket, banked with flowers which she loved, accompanied by the bereaved parents, relatives and friends, was taken to Berkeley Springs, W. Va. on the following Wednesday, where the funeral services were conducted by Revs. Bridges and Mundy.

Six little playmates acted as her pall bearers. Pauletta was a sweet little child with a disposition that attracted all who knew her. Although not yet five years old, she took an especial interest in her Sunday School and had cried for an emblem she had won for regular attendance but which had not yet been received.

It seems hard that one so small and so innocent should be taken, and the many beautiful floral tributes attested the sympathy of loving friends. Her parents we commend to that Divine Master, whose comforting voice they can hear as he says, "Suffer the little children to come unto me and forbid them not; for of such is the Kingdom of God." "They shall shine in their beauty—Bright gems for His crown."

**Card of Thanks**

"We want to express through our MAGAZINE our deep appreciation of the many kindnesses of our neighbors and friends in our sorrow at the loss of our baby, Theresa Pauletta.

(Signed) Mr. and Mrs. Pressley Allen."

J. C. Wilson, tieman, has been appointed a member of Potomac Hose Company, to succeed H. S. Simpson, deceased.

Did you do a fair day's work today? Stop! Think!

**Sabraton, W. Va.**

Correspondent, L. M. GUMP

Storekeeper "Red" Farrell, is spending his time on night turn now, in company with Car Foreman C. B. Keller, Terra Alta, and Yard Master Fyre, Keyser. Our fear is that "Red's" hair may lose some of its brilliance without the aid of the sun; his complexion has already done so.

In spite of the fact that the coal miners are on strike, and have been for some time, the Sub-Cumberland Division has been, and still is, handling a record breaking amount of tonnage. Numerous small mines and team track tipples are in operation, as well as practically all the larger mines, the Cascade Coke Ovens, and various other industries along the line.

Quite a number of furloughed Transportation Department employes from the West End have accepted employment here and are now running out of this terminal.

Dr. Byrne, the genial medical examinee from Fairmont, paid us a short visit recently in the interest of the Relief Department Call again, "Doc."

**Connellsville Division**

Office of Trainmaster

Correspondent, C. E. REYNOLDS

We have here a photo of Cut Watchman Andrew Hawk, Rock Cut. Mr. Hawk was born on March 7, 1857 and entered the service of the Baltimore and Ohio on August 1, 1885, having been in active service for 37 years. We understand that Mr. Hawk has made application for pension. During his long years of service he performed his duties faithfully, and was considered one of the best cut watchmen on the Connellsville Division.

On June 7, Agent J. W. Hammer, Ohio Pyle, Pa., resigned to enter into business for himself. We wish him all good luck.

Effective July 1, 1922, Engineer Jerr Lowney was pensioned after 47 years of continuous service with the Baltimore and



AMONG THE GREEN SPRING FOLKS

Upper left, little Theresa Pauletta Allen, whose untimely death brought sadness to the folks around the plant. Upper right, Signal Maintainer H. P. Logsdor and his assistant, T. J. Duvall. Lower picture, G. W. Kaylor, manager operator





Andrew Hawk, cut watchman, Rock Cut



Janitor James Enos Fox

Here is Enos Fox, our faithful janitor at the Hyndman Building, Connellsville. Mr. Fox is holding his little grandson.

Misses Cecilia Friel, Catherine Menster, and Frances Friel spent their vacations at Water Gap, Pa; Miss Dorothy Draybert took hers in New York.

Miss Lenora Grace, stenographer, Division Accountant's Office, has resumed duty after being ill for six weeks.

**You'll Like**  
*Nu-Way*  
**OF EXCELLO**  
 RUBBERLESS  
**SUSPENDERS**

Year's wear guaranteed. No rubber. Phosphor Bronze Springs give the stretch. Comfortable. Easy on buttons. If your dealer hasn't them, send direct, giving dealer's name. 50c & 75c pair.

**Nu-Way Stretch Suspenders Co.,**  
 Mrs. Adrian, Mich.

Pittsburgh Division  
Glenwood Roundhouse

Correspondent, MARY E. BREEN

Only one casualty to report this month but this one doesn't go on the Safety report, for he's just a victim of Cupid's wiles. Caller E. J. Reese has forever forsaken his membership in the Bachelor Boys and henceforth is willing to be numbered among the Elect—er, I mean the Henpecked. Cheer up, E. J., it's only half as bad as painted and you certainly have the best wishes of the gang

Hostler M. Fiorilla is handing out the

Mr. Lowney was born in Ireland on March 15, 1852. He came to the U. S. A. in 1871 and entered service on the Philadelphia and Erie Railroad as trackman, S. Mary's, Pa. He came to Connellsville in 1875 and entered the service of the Baltimore and Ohio as hostler; was transferred to fireman on June 12, 1882, and was promoted to engineer, October 13, 1886. This position he held until the time of his retirement. Mr. Lowney is of a retiring disposition, and when asked for a picture to be placed in the MAGAZINE, he merely smiled and said he hadn't had a picture taken for years. Mr. Lowney has a very wide circle of friends, and is held in high esteem by all.

On July 14 a daughter was born to Olive Power Timekeeper and Mrs. H. G. Fisher, of West Fayette Street, Connellsville. The little one is the second granddaughter of Mr. and Mrs. H. E. Penn of this city, and Mr. and of Mrs. F. M. Fisher, of South Connellsville. The little one's name, "Hobe," is employed in the Division Accountant's Office.

On July 14 Mrs. C. R. Burns and five children, wife and family of our well known road foreman of engines, arrived home from a two months' visit at Long Beach, California.

We have information that Miss Leona McClintock, stenographer, General Foreman's Office, Somerset, and popular young woman of Connellsville, and John M. Holey, formerly of Somerset, were recently licensed to wed in Buffalo, N. Y., where Mr. Holey is employed. The bride is a daughter of Mrs. Ada McClintock of West Fayette Street, and has been with the Baltimore and Ohio for the past three years. We extend to them our best wishes.

On July 14 Mr. and Mrs. E. C. Lendon and daughter Bessie returned to their home at Connellsville from an extended trip through the West, covering the Pacific coast and southern Texas and Arizona. They attended the convention of the Brotherhood of Locomotive Firemen and Engineers held in Houston, Tex., to which Mr. Lendon was a delegate from Connellsville Lodge, No. 302, Brotherhood of Locomotive Firemen and Engineers. They left here on May 2. Mr. Lendon is engineering the Connellsville Division.



INTERESTING FAMILY OF SAMUEL F. BEALL

Carpenter Foreman and member of Safety Committee, Uniontown, Pa. On Mr. Beall's left is little John F., one of the "Little Safety Men" of the Children's Page, and seated right in front is little Hazel, who insisted on seeing this picture in the Magazine. Mr. Beall has been in service since 1902

Please mention our magazine when writing advertisers



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211 House Bldg., Pittsburgh, Pa.

cigars, so if anyone has missed them, it is his own fault. "Mike" tells us it's a boy!

It is a little early to be thinking about indoor sports, but when the outdoor stuff is not available, I'll tell the world, it's great to get the gang together and go over to the "Monon" House, or down to the Club Alleys and start out with "strike," "spare," etc. A couple of years ago, we girls had a bowling league and we had great fun. Why can't we all get together again (all the girls on the division) and see what we can do in the way of knocking 'em cold? I mean the pins. We have quite a bunch at Glenwood, who, I'll wager, could lick the bunch from Pittsburgh by simply trying. Let's get together some noontime, talk it over, get the alleys, and go. Then, too, you know it makes fat girls thin and thin ones, why—plump!

### Wheeling Division

Correspondent, MARIE SLATTERICK

Master Carpenter H. M. Potts, Wheeling, for the past few months has been busily

engaged in miniature farming at his home on Mozart Hill. However, since three weeks ago the rabbits took control of his cabbage patch. Mr. Potts is able to keep the woodpeckers from eating holes in his water tanks, but he can't keep the rabbits out of his cabbage patch.

Louise Walther has joined the Bobbed Hair Brigade.

J. T. Coyne, section foreman, Bridgeport, Ohio, recently went back to Ireland, his native land, to visit his old home. Mr. Coyne hadn't seen his mother for thirty-three years. He sent us a postcard picture of the Blarney Stone!

Nobody seems to know why it is, but every time Supervisor W. C. Wright goes east of Board Tree Tunnel, he seems to get younger. Why is it, Mr. Wright? We'd like to know your secret of eternal youth, also.

Arthur Bom, stores material clerk, Accounting Department, stole a march on his fellow workers and was quietly married,

June 27. Oh, yes, he passed around the candy and cigars to the office force. Congratulations, Arthur!!

And another of our employes who took unto himself a wife is L. A. Mannir better known as "Jimmy." This happened on June 17. Fortunately, "Jimmy" who is an assistant signal maintainer, did not have to go out that night to fix up the signals. Congratulations to you both Mr. and Mrs. Manning!!

The accompanying photograph is of the late A. J. Wells, signal maintainer, Bellaire, Ohio. This photo was taken when Mr. Wells was twenty years of age, twenty years ago. He was born on July 4, 1882. He entered the service on May 20, 1903, as pipefitter, and on becoming signal maintainer at Bellaire on September 25, 1907, filled that position until his death, on April 17, 1922, which was due to spinal meningitis.

Wheeling Station had a baseball team "Had" is right. It is no more. Somehow or other it fell through after the first game. We don't know whether it was because A. J. Sonnefeld, first baseman, wasn't tall enough, or because R. C. Gruver, manager, failed to manage; perhaps Jimmie Crogan's attention was drawn to his blue socks instead of the ball. In any event they play the Freight House Fast Team and almost beat 'em but not quite. It must have been a hard fought game because Sonnefeld wore his raincoat home after the game because of a fall.

We have a stranger in our midst. W. Packard of John Hopkins University, Baltimore, is temporary chairman for the summer months in the Division Engineer's Office at Wheeling. We're all mighty glad to meet you, W. G. Here's our hand!!!

The accompanying picture is of American Ditcher No. 13 on the Wheeling Division and its crew, headed by Division Engineer J. S. Batton.

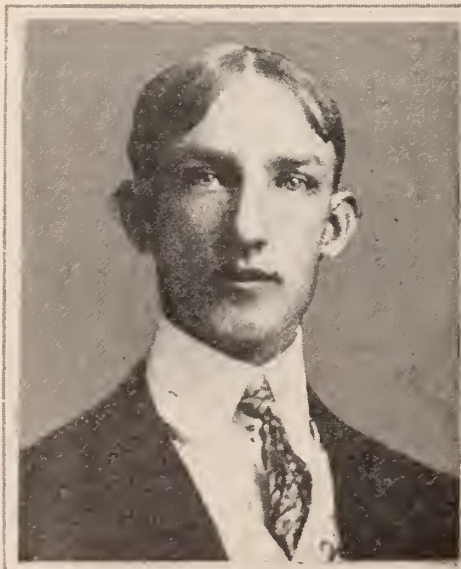
Things heard around Wheeling:

Bob Evans: Here is the fuel report, Mr. G——.

Mr. G——: What makes your figure so high?

Bob: Oh, my carbon slipped.

Our old friend Carl Miller is with us again. He is now working in the Division Engineer's Office at Wheeling. Welcome back, Heinie!



The late A. J. Wells



American ditcher No. 1, out on the line o'road

Please mention our magazine when writing advertisers



A merry party of Baltimore and Ohio folks motored to Pelley's Inn, at Sherrard, Va., and enjoyed a chicken-waffle dinner on June 14. Pelley's is noted for its dinners and everybody certainly enjoyed the evening immensely. Among those present were: Misses Marguerite Cockrell, Frances Suman, Anna Reilly, Marie Haveron, Ephraim Haveron, Sarah Haveron, Hazel Hason, Monica Peel, Helen Thomas, Catherine Cartwright, Mary Marker, Hazel Woodburn, Lillian Roth and Angela Kirchgisner. Messrs. J. E. Michels, A. H. Michels, L. A. Michels, E. B. Cornett, Edward Gantzer, L. W. Wetzel, Jas. Crogan, Jim Padden, A. J. Sonnefeld, Roy F. Arnold, Tracy Burke, N. K. Harrison; Mr. and Mrs. R. A. Shields, Mr. and Mrs. I. R. Sigler, Mr. and Mrs. H. Sigler, Mrs. Rosemary Armbruster and Mrs. Harry Martin.

**Monongah Division**

Correspondent, CECIL B. BAKER

J. F. Schroder now fills the vacancy in

the Western Union office, created by the death of Carson Newham.

H. H. Stephens, Martinsburg, has been appointed chairman on our engineering corps. Although very shy, he has already many admirers, among whom are Luther Ford's Chickens. He will consider himself lucky if he gets back to Martinsburg a single man.

Mr. Schroder is popular among the Grafton employes, all of whom wish him success in his new position.

Supervisor John H. Shafferman, Fairmont, spent his vacation at Webster Springs. Last year he went to Washington and gained distinction by finding a broken chandelier in Union Station. It is to be hoped that he has no criticism to make of the West Virginia Midland.

The Cumberland Division has played another mean trick on us. Oh July 1 they stole our biggest supervisor, Clarence Foltz. Clarence has been with us for a number of years and we all liked him. We are confident that he will be as successful "over the mountain" as he has been here,



1. A quartette of Grafton smiles. 2. "Ye Correspondent," Cecil B. Baker. 3. J. G. Begley, of the engineering corps

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and that there will soon be an improvement in the riding over his track in his new territory.

**Monongahela River District**

Correspondent, T. M. GILLUM, Agent-Operator

Agent Hardesty, Lumberport, has resumed his duties after having been on the sick list for about thirty days.

Agent Hines, Haywood, took a day off recently to pick blackberries. He was relieved by Extra Agent Miss Nina Ford. Someone else relieved him of the blackberries.

First Trick Operator Claussen, Lumberport, enjoyed a fine vacation. Ask him. He was relieved by Operator J. P. Whalen.

Agent-Operator T. M. Gillum, Shinnston, was off duty on July 20 and 21, attending the country Sunday School Convention of his home town.

**Western Lines**

**General Offices**

Correspondent, E. W. SPILLE

**Law Department**

Someone has said that law is "as dry as dust." Even the Law Department has been so termed, but permit us to say that we are "live wires" when it comes to matters legal. Our modesty has precluded our sending anything to the MAGAZINE in the past, but—

Though "dry as dust,"  
 Appear we must,  
 For so it is decreed.  
 Our verdicts just,  
 When others fustle.  
 Are passed with joy indeed.  
 Sometimes we're cusse'd,  
 But then, we trust,  
 We've no one tried to bleed.  
 "Settle or bust,  
 Before claims rust"—  
 That is the cry we heed.



The extensive law library of the Company has recently been moved to the tenth floor of the Carew Building.

Assistant General Solicitor Eggers went fishing in the wilds of Northern Michigan.

In spite of the recent extreme heat in Cincinnati, one member of the Law Department thinks longingly of dear old New Orleans.

Attorney Harr and family have returned from an automobile trip in Southern Michigan.

Paul Dewald, chief clerk and statistician, is now quite hale and hearty. This is, perhaps, because of his gardening activities.

If you want to see Attorney Cole smile, just ask him about the junior member of his family.

Jim Carmichael and Ray Kleinman, our genial and efficient file clerks, are enthusiastic advocates of camp life, as is indicated by their tanned faces.

### Cincinnati Terminals

Correspondent, JOSEPH BEEL

Bertha Goetz, aspiring to succeed the Great Bernhardt, made her debut recently in a little sketch entitled "Patsy," and scored quite a hit. At the close of the second act she was presented with two empty tomato cans, one box of tacks and a picture of Charlie Chaplin, by her admiring friends.

C. W. Bliss, the claim preventor, Cincinnati Terminals, recently slid into the limelight as a story-teller. He sprang an antique one about "Whose nose." Of course, this story everyone knows as Martha Washington told it at one of her afternoon teas sometime in the early eighties or nineties of the Eighteenth Century.

The yard clerks at Stock Yards are stepping out. George Ernst and family took a peep at St. Louis for two weeks.

"Picking a Winner" will be the next contribution from the Bard of Storrs, getting his inspirations at Latonia watching Morvich go down to defeat.

From the reports coming in from Pete Schuetz, we think that the Committee knew something when they elected him as a member of the Safety Committee. He has proven to be a live wire, with emphasis on the *live*.

From the number of passes requested by Trainmaster Cleary and family, it is assumed that he is getting a sort of wanderlust disposition in his old days—trotting from Cincinnati to Cleveland, Chicago, and other points too numerous to mention. More power to you, Charlie! The world is little; take a squint at all you can as long as you can!

Just a little quiet game, on a little quiet evening, in a little quiet spot—but we want to know what the words "I cease" mean as applied to a little game of D. P.? Maybe J. J. O'Donnell will explain.

Yes, I think when he gets that team of molar that it will set off his hummingbird eyebrow to the extent that it will be discernible without the use of a microscope. However, as far as our friend Frank is concerned, he doesn't need any additional attributes to add to his facial beauty. You should have given him the once-over at Chester Park; he looked like a Hart-Schaffner-Marx ad. But, while we are talking about Mr. Nock, why not talk about the little Nock that came to his door a few



Havilah and John Price, Jr., children of chief clerk to freight agent, Columbus, Ohio

months ago and when the door opened in came another little ray of sunshine in the form of a baby girl. Congratulations, old man!

Fan-Tan, the girl with the Japanese sweater of a vivid yellow, found out recently that radium did not come in carload lots. The information was gained after she tried to purchase five cent's worth of green radium at the corner drug store, and when the clerk said, "Miss Webber, somebody is apparently kidding you. If I had enough radium to fill that quart jar you are carrying, I would make J. D. look like a pauper."

Through the efforts of E. R. Swepston, son of E. G. Swepston, car foreman, Sixth and Baymiller Streets, the Baltimore and Ohio received passenger haul, Cincinnati to Columbus, Ohio, of 24 medical students, and haul of 10 students, Columbus to Cincinnati, in June. This is good, "Swep." Keep it up!

And why may not the rest of us make an earnest effort to follow his lead?

### Newark Division

Correspondent, B. A. OATMAN

T. V. ("Buck") Hankinson, efficient clerk and fashion plate of the yard office, has added to his many troubles, another in the form of an auto(?) of unknown age or origin.

As far as we have been able to learn, this machine was imported into this country to be used as a tractor on the Jones Ranch in Colorado, but Buck seems to get much joy from it (when it runs) as a pleasure car. Luck to you, Buck!

(P. S.) Buck bought this machine from Johnny Jones. It's about 5 years old. Johnny was going to take it to Colorado and use it on the Homestead to plow with. He took up a Homestead in Colorado this spring.

Columbus, Ohio, Station

Correspondent, EDITH ROACH

The picture is of Havilah and John, Jr. Price, two children of Chief Clerk and Mrs. J. V. Price.

Miss Marie Brink spent a part of her vacation in Lewistown, Pa.

Mr. and Mrs. A. G. Burgett have returned from a week's trip East, stopping at Washington, D. C., Baltimore, Md., and then to Norfolk, Va., by boat.

Mrs. Roy Knapp entertained the sewing club at her home on Michigan Avenue on July 11.

The Girls' Sewing Club had a picnic supper at the Storage Dam on Sunday July 9. Thirty-four enjoyed it.

Jonathan Murphy, assistant yardmaster has been off account of the death of his father-in-law.

H. C. McCormick has just moved in his new home on Hill Top which he recently purchased.

Misses Lillie and Bess Sites made a weekend trip in a machine to Portsmouth, Ohio where they visited friends.

Born to Mr. and Mrs. Oscar Skeen on July 5, a girl. This makes their family which now consists of five boys and a girl, complete.

Tallyman Skeen is taking a three month furlough.

Marietta, Ohio

Correspondent, G. R. STEEN

This is going to be the greatest year record in the shipment of produce. Already we have shipped more cars to date than the entire season in previous years. The revenue is greater as the cars are moving to all points from New York to Florida as far west as Minneapolis, which prove how efficient are the transportation facilities of the Baltimore and Ohio.

July 12 was a great day for our efficient freight trucker, Pearl Biehl. On this day he took unto himself a wife. We hope a trust they will live happily ever after. Bring her down, Pearl, as we all would like to see your queen.

Ticket Agent G. M. Payne reports great business in the tourist line this season.



Baggageman Herman Henry has purchased another car. He now has one for himself and one for his family. But Herman drives the new car, and can drive very efficiently with one hand.

Rate Clerk Miller says, "It won't be long now until he will be driving his car." It's a Gardner, now. Girls, they are some cars. But if you want a real car, buy a Cleveland Six.

**Akron Division**

Correspondent, J. A. JACKSON

Time Clerk Frank Vogan, Division Accountant's Office, and Miss Bertha Bees, New Castle, Pa., were married on Wednesday, June 28 in the parsonage of the College Hill United Presbyterian Church, Dover Falls, Pa. Rev. J. Elmer Campbell officiated, using the beautiful ring ceremony of the nuptials. A wedding dinner was served at the home of the bride for members of the immediate family, after which the happy couple departed on a short honeymoon. They are now residing in a newly finished home at 73 N. Forge Street, Akron, Ohio. A host of friends are extending congratulations and best wishes for a long and happy life.

It would appear that Cupid's dart has been working overtime on the Akron Division, particularly during the month of June. The latest victim to fall is Division Storekeeper H. A. Lockhart, New Castle, who was wedded to Miss Mary C. Kokengs at Avilla, Indiana on June 6. After the ceremony the happy couple departed on a wedding journey that took them to Toronto, Montreal, Boston, New York and other eastern cities. They are now at home to their many friends on West Laurel Boulevard, New Castle, Pa. Congratulations and best wishes to the happy couple from their many friends of the Akron Division!

Alexander Rosenblum, ticket clerk, New Castle Station, and Miss Sarah Fried, of Youngstown, were married on Sunday, June 25. The wedding was solemnized at the home of the bride and witnessed by a large circle of friends. Immediately after the ceremony they departed on a wedding tour of the western states. They are now at home to their friends at 406 Bell Avenue, New Castle.

Last but not least of the many victims to fall prey to Cupid's dart is Miss Lena Beal, clerk, Division Accountant's Office, Akron. She was married recently to Mr.

# And Sam Bickford Used to be a Fireman!

Know Sam Bickford? 'Most everybody does. He's been Master Mechanic of the electrical equipment of the New York Central for eight years.

Yet, there was a time when Sam Bickford was a fireman.

Where did he get the training for his present job? Ask him some day and he will tell you how he studied the Electric Railway course of the International Correspondence Schools.

It helped him a lot—just as spare-time study with the I. C. S. will help any man who really wants to get ahead. And that includes you!

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Bletteher, a business man of Cleveland, Ohio. They are now residing in their newly furnished home at Cleveland, Ohio. Their many friends on the Akron Division extend their hearty congratulations.

Gladys Keelan, stenographer, Division Accountant's Office, for the past three years, has resigned her position and is now employed in the office of the Johnson Limestone Company at New Castle. We miss Gladys and the little smile which she took with her.

J. C. Ritty, former stenographer to terminal trainmaster, New Castle Junction, has been promoted to roundhouse clerk, Motive Power Department, H. Isleton, Ohio.



Slim: Smoke, that's Miss Styles herself  
 Smoke: Was it? Ah didn't see her face

Please mention our magazine when writing a letter



Vincent P. Traver, roundhouse clerk, New Castle Junction, has recovered from a serious operation for appendicitis, which was performed at the New Castle Hospital. We are all glad to see "Vince" back on the job again.

Miss Ruth Dufford, time clerk, Division Accountant's Office, for the past four years, resigned her position on July 1 and is now at her home in New Castle, Pa. We understand that the cause of her resignation is due to her signing a life long contract with Mr. Lyle Calvin, who is employed as efficiency man in Fisher's Chain of Department Stores. This contract will result in the wedding of the contracting parties during the latter part of August.

"Fred" Ellis, statistical clerk, Division Accountant's Office, enjoyed a two weeks' vacation at his home in New Castle. We cannot understand why "Fred" would spend his vacation thusly, and then take a week end trip to Conneaut Lake, Ohio. This latter trip was made by jitney bus to Youngstown, Ohio, street car to New Castle, and then by auto to Conneaut. Can you explain this, "Fred?"

E. J. Merriman, M. of W. time keeper, Division Accountant's Office, has certainly been getting his money's worth out of his new Ford roadster. "Ed" has taken kindly

to the Cleveland girls at his office and almost any evening you can see them out with "Ed," spinning along some nice quiet country road. We also understand that it was the influence of the Cleveland girls which caused "Ed" to shave off the misplaced eyebrow which he had been developing for six months.

C. M. Gosnell, former industrial freight agent, Pittsburgh, Pa., has been transferred to Akron, as division freight agent, succeeding C. F. Farmer, transferred to Youngstown, Ohio. Mr. Gosnell's long experience in the Baltimore and Ohio family will make him a valuable asset in the Akron territory. A host of admiring friends are extending him congratulations on his well deserved promotion.

W. E. Winebrenner, ticket agent at New Castle, has been elected manager of the Baltimore and Ohio Baseball Team on the east end of the Akron Division. Already his team has met with much success, having defeated some of the best semi-pro teams in the New Castle territory. Glenn, Battley, Nicholson, Burnett and McCormick are some of the stars who are on his team; this fact alone is an assurance that they will land well up near the top when the season closes in September. Best wishes, "Winey." We are only sorry that we haven't got a team on

the west end. We know that then we would have another scalp to add to our already large collection.

Representatives who were elected delegates from the Akron Division to the Relief Department Convention which was held in Cincinnati on June 22-23 were A. C. Harris, G. H. Hammer, H. E. Kirwood, "Sam" Poxon, W. P. Burrell and E. M. Tuttle. Unfortunately Mr. Tuttle was taken ill after reaching Pittsburgh and had to return home. A good time was reported by all in attendance and the regret from those who went was that they were unsuccessful in electing their candidate to the National Convention.

New Castle Junction Shops are just buzzing with activities these days, the result of the hearty co-operation of all the employes and foreman under the leadership of General Foreman N. R. Butler. When you see a happy family of employes such as exists at New Castle Junction, you can always depend on unbounded success whatever work is undertaken. General Foreman Butler is to be congratulated having such an efficient force to work with and we know that under these happy conditions New Castle Junction Shops will top the list of the shops on the System.



WHY THE OFFICES AT AKRON ARE POPULAR

1-Mrs. Ralph Edwin Koll, formerly Miss Marie B. Lorenz, secretary to the coal freight agent. 2-Dora and Julia, homeward bound. 3-Ruth Dufford and Herb Hosseler indulge in ice cream cones. 4-The brains of the division, Jimmy and Tommy. 5-Vogan and Kocher, week ending at Newton Falls. 6-Before and after-Do you know the reason? See the notes



**In Our Picture Gallery**

"The brains of the railroad;" "Jimmie" and "Tommy," clerks in Superintendent's Office, Akron. We expect much from these two youngsters and treat them kindly, for we look for them to be superintendents at some future date.

Homeward bound. Miss Dora Carlson, stenographer, Division Accountant's Office, and Miss Julia Quinn, stenographer, Road Foreman's Office, on one of their week end trips to their home in New Castle.

Frank Vogan, on left, and Clare Kocher, on right, are clerks, Division Accountant's Office. The picture was taken at Newton Falls, Ohio, when on their week end trip to their home in New Castle.

Before and After. Frank Vogan (left) three days before his marriage. J. W. Balentine, (right) taken three days after his marriage. Notice the difference and take heed.

Miss Marie B. Lorenz, former secretary to coal freight agent, Cleveland, was married to Ralph Edwin Koll on June 21. Here you see her picture.

Yum, yum! How would you like to have a bite? Ruth Dufford and Herb Hosselcer, clerks, Division Accountant's Office, are on their way to their home in New Castle. This picture was snapped just as "Herbie" had invested in some ice cream cones which were being sold on the platform.

**Cleveland, Ohio**

Correspondent, G. R. LITTELL

Miss Jennie Demaline, adjustment clerk, was married on June 17 to Mr. LeRoy Fulton. Miss Mary Medley, our mailing clerk, and "Eddie" Cracker were their attendants. Mr. and Mrs. Fulton spent their honeymoon at Shore Inn, Vermillion on the Lake.

W. J. Rady, our bashful yard clerk, also fell, as did Thomas Brennan, delivery clerk at the freight house, and "Herb" Hanzlick of the Clark Avenue force. They all have our best wishes for the future.

Howard Frœlick is sporting a new Ford. T. O'Hara, with characteristic gentleness, says that Howard must have a "Jane" on his staff. Maybe she fell for the light shadow of the misplaced eyebrow that adorns Howard's upper lip. How about it, Howard?

We have missed C. W. ("Daddy") Ball from the freight house. Hope his sixty-day leave of absence which he is spending at Fon Du Lac, Wis., proves beneficial.

Miss Mary Freidel desires to thank members of the freight house office force for the flowers and also for the attention shown her during her recent illness. That's all right Mary; we are mighty glad to have you back with us again.

Anyone having explicit directions which have been thoroughly tested and found to be O. K. for the shifting of gears on a brand new Maxwell car, will kindly forward same to G. R. Littell, terminal agent, Cleveland, Ohio. This seems to be the chief trouble of his life at the present time.

On June 21, at 8.00 a. m. at St. Coleman's Church, Miss Marie Barbara Lorenz, former secretary to the coal freight agent, was married to Mr. Ralph Edwin Koll, traffic manager of the Goff-Kirby Coal Company, Cleveland. The wedding was a brilliant society affair, the bride being attended by three bridesmaids and two flower girls. Many attended and the church was beautifully decorated with flowers. The bridal

couple departed in the evening for Niagara Falls, Toronto and The Thousand Islands for a month's tour. However, time will not allow them to visit each of the Thousand Islands.

Harold A. Germann, former file clerk, Coal Freight Office, has succeeded Miss Lorenz. He, in turn is succeeded by Miss Angela D. Losee, formerly employed in the Local Freight Office.

**Lorain, Ohio**

Correspondent, W. G. HARMON

We've heard of almost everything under the sun being ordered on requisition, but the climax was capped when C. H. Rothgery, division storekeeper, Lorain, ordered two suits of underwear and two pairs of socks on his July requisition. It's all right, "Mickey." We'll see that you get them, but for the love of Mike don't get our Railroad mixed up with any gent's furnishing store.

**Chicago Terminal**

Correspondent, T. H. WILLIAMS

Sidelights on the Relief Department Convention

An innovation this year was the election of two popular girls at Lincoln Street, Misses Catherine Cummings and Bessie Kehoe. They showed a keen interest in the meetings and were instrumental in the election of M. D. Carothers as a member of the Advisory Committee, as was Mr. Wilkinson, who has quite a wide acquaintance among Baltimore and Ohio employees.

Jack Maloney, while out at an amusement park, distinguished himself by rescuing a fair young damsel who was in peril of becoming a human pinwheel. Further information regarding "Jack's" thrilling rescue may be obtained from Mr. Carothers or C. E. Stuart, who were witnesses to the entrance into the death-trap of friend John, and his exit, bearing the limp form of this beautiful creature in his arms. For the benefit of the fair sex of the Chicago Terminal let it be known that this ravishing goddess showed no signs of haste to disentangle herself from our hero. Ask "Mike," he knows.

They say you're never happy 'til you're broke. Well "Mike" sure was happy when he returned from Cincinnati, and incidentally, Latonia.

"Mike" Hajek, the Accounting Department's "Sheik," is still going on in his nonchalant way, leaving a trail of wounded hearts in his wake. Oh "Mike," you rascal, why can't you behave?

Miss Rose Byrnes, telephone operator, will spend the month of August with her sister in Oklahoma. It is rumored that she will take advantage of this occasion to decide an important question.

Train Dispatcher and Mrs. Ralph Williams, motored to Eagle River, Wis., on their vacation. Fishing was good but we are informed that the big ones are all left. Of course, he got a glimpse of them on the end of his line and worked hard to land 'em,—but you know the old story.

W. H. and E. C. Schulz, Cost Department, and their wives, spent an enjoyable time at Niagara Falls, New York City and Washington, D. C. over the Fourth.

Miss Etta Rauch, Barr Yard, spent a week at Columbus, Ohio, where she attended the commencement exercises of Capitol University students. She also enjoyed the moonlight in the parks.



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has the incomparable *Tone*—the one quality above all others which makes a real piano. The exquisite tone of the Vose Grand distinguishes it from all other pianos.

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Write for our beautifully illustrated catalog and floor pattern of the Vose Grand, also our easy payment plan

**VOSE & SONS PIANO CO.**  
165 Boylston St. Boston, Mass

**VOSE**

Wonder if John Maloney will take a good tip on a winning horse from the old colored mammy, the next time he goes down to see the Kentucky Derby?

Judging from Charlie Stuart's sweet line of talk, the girls down in Cincinnati have no show with the ladies of this town. Who would know better than our Charlie?

We certainly appreciated the only too short visit we had with "Aunt Mary," Miss Russell, Miss Helfrich and Miss Harr, from Baltimore, on their trip to Yellowstone Park.

At the present writing Mrs. E. J. Hughes, wife of medical examiner, is touring Europe. Better hurry home, Mrs. Hughes; "Doc" needs your eyes on 'im.

Thought I had walked into the wrong office, or that a new doctor had been added to our medical examiner's force, but upon closer inspection I found it was none other than our very own Dr. Currier, who had disguised himself with a real Charlie Chaplin mustache.

Announcement has been received of the marriage of Miss Henrietta Cordt, formerly secretary to superintendent, and H. F. Anderson, assistant trainmaster, East Chicago. The wedding took place on June 17. Our best wishes to them both.

It is with pleasure that we announce the marriage of "Joe" Kennedy, chief clerk to master mechanic, which took place on July 1. The fortunate young lady is unknown to us, but we are sure that if she is anything like "Joe," they will be a happy couple.

Huh!

Ed Ryan: "Did you call me a liar?"  
Rose W.: "Not at all. I merely remarked that the sinuosity of your ultimate conclusion was due to a superficial appreciation of the veracious reality."



### South Chicago

Correspondent, ESTHER J. SPREENBERG

Louis Stack, repair track foreman, is going around with a Great Big Smile. There is always a reason; a baby girl—born to Mr. and Mrs. Stack on June 15, We are waiting for the candy and cigars, Louis, so you'd better get busy.

Several changes have been made in the staff at South Chicago and Wolf Lake. R. M. Shafer is now Wolf Lake utility clerk, vice George Garrett, resigned. Billy Polard is our new messenger, vice Edward Eckert, resigned.

### Chicago Division

Correspondent, F. N. SCHULTZ

Willard, Ohio

Correspondent, CARL C. CLUGGISH

Since January 1 Willard has been holding meetings of yardmasters and clerks, these meetings being presided over by Terminal Trainmaster J. B. Hersh. Questions are brought up for discussion which have a direct bearing on the daily work of everyone present. A notice is posted in convenient places giving the date and time of each meeting and we have been having a fine attendance at each session. It is noticeable that much good has been accomplished by these meetings, as each person present has a chance to learn how others view a certain question, which, after being discussed, is bound to be clearer in his mind when the time comes to put it into practical use. The minutes of these meetings are kept and copies are sent to the various divisions.

Great enthusiasm has been worked up at Willard over the City League baseball teams. The various teams are composed almost in their entirety of Baltimore and Ohio men. At the present time the K. of P. team is in the lead and they are working hard to win the championship.

The girls at Willard are starting a soap throwing contest, the object of this being to see who can place a bar of hard soap nearest a given mark without actually hitting it. We know of one girl on whom we are willing to place our money.

Yard Clerk Floyd Thornton is the proud father of a baby boy. Floyd says he is going to grow up to be nearly as good a yard clerk as his father.

It seems that Willard has lost all attraction for A. R. A. Clerk Charles "Keip" Saunders. Sandusky is the only town on the map that he can see.

William Cross, our messenger, has decided to enter some other occupation. "Bill" says he is thinking of applying for a position as official growler for an animal side show or hiring out as a fog horn on board ship. He just recently returned from a trip to Minneapolis and from what he tells us of his experiences up there, we wonder that he ever returned at all.

The following is for reference and roll call only:

If a Mann Sell a Peck of Rice on a Holliday, how Long would it take King Wilhelm to kill a Wolfe with a Stone?

One of the switchtenders was observed to use a slingshot during one of his idle moments, in throwing stones over in the westbound classification yard. This is a dangerous practice. 'Nuff said!

### Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

It is always well for autoists to remember that there is no special prize offered for "beating a train over a crossing," but CROSSING CROSSINGS CAUTIOUSLY pays more than any prize ever offered.

Charles Dewey, second trick operator, Mt. Sterling, recently purchased a "dandy" Wescott Sport Model car, which has a guarantee of making seventy-five miles per hour. Of course in order to make sure, he undertook to try this speed limit within the city limits of Mt. Sterling. The mayor of that town was sitting on a porch when "Charley" went by on the try out, and being a "good sport" remarked: "He must have tried to pass another machine and this caused the excessive speed." However, "Charley" was not satisfied, and a short time after, passed the same place going at the same rate of speed. He was notified to appear before the mayor on the next morning, who then said "Twenty-five dollars and costs." Anyway, he has no "come-back" on the seventy-five miles per hour guarantee.

Our sympathy is extended to J. Long, section foreman, Cozaddale, in the death of his wife.

Another train baggagemaster! Born to Mr. and Mrs. W. F. Butler on June 30, a nine pound boy. Congratulations!

Elba Seymour, carman helper and a recent groom, and Joseph Hughes, Storekeeper's force, another groom, were given a calf wagon ride over rough and rugged streets, which they "enjoyed" immensely.

W. E. Vititoe, engineer, while in New Mexico recently because of his health, met two gentlemen on his return trip, one enroute to Athens, Ohio and one to New York, N. Y. They complained of the rough riding of the train of another road on which they were and inquired of Mr. Vititoe as to his suggestion of a more pleasant trip east of St. Louis. Mr. Vititoe informed them that the Baltimore and Ohio had established a record for good passenger train service and recommended that they use our line. Consequently each purchased a ticket to their destination on arrival at St. Louis, via Baltimore and Ohio.

Cupid's wiles could not be resisted by Miss Grace Bennett, stenographer to storekeeper, and she surrendered her position and embarked on the sea of matrimony with Mr. Don Jardine. No, not one of the clerks, as happens in many cases; Grace's winning ways charmed someone outside of our ranks. We all join in wishing Mr. and Mrs. Jardine a happy and prosperous married life.

Something is going to happen—we hear them all talking. I guess we will have to wait. They say it will come off in September. It may only be a current rumor, but it is persistent that there will be a closer relationship between two clerks in the Division Accountants' Office some time during that month, and then perhaps—More details in a later issue of the MAGAZINE. "It won't be long now."

EVERYBODY help SAVE FUEL. Take Kipling's splendid couplet as a watchword: "It aint the individual or the army as a whole

But the everlasting teamwork of every bloomin' soul."

To track foreman W. H. Grady, in the loss of his wife, our most sincere sympathy is extended.

George G. Wilson, Jr., one of the yard office force, is now file clerk in the Superintendent's Office, in place of W. T. Neal, who resigned to go into the insurance business. We wish both success.

As we have not heard from the safety agent, we presume he is too busy at this time, to say anything, so the safety secretary sez (with an attempt at poetry):



Scene from Gravel Pit, Chillicothe and our little friend, Pearl Jenkins



**A "Cross Crossings Cautiously" Convert**

I us'der cross a crossin' lookin' strait ahead,  
Layin' down in my seat, like I was 'abed.  
An' thinkin' about—the weather,  
An' the hi' cost of——leather.  
But! since I've he'rd of the Careful Crossin' Campan',  
I look up and down, 'Begosh, and then I look agan'—  
An' then jus' beat it right strait across,  
Jus' like I was runnin' from the big boss.  
An' now SAFETY FIRS' jus' means to me,  
To be SAFE—as 'gosh ding SAFE as can be.

Between the rails of a railroad there are, ordinarily, just four feet eight and one-half inches, and the remainder of the unsafe space does not exceed three feet; yet, with all the rest of the world to stand and walk on, some several thousand persons every year find it necessary to end their days or their health on this narrow strip of land. Think about it, and remember the railroad track is not a public highway.

The accompanying picture was taken near the coal storage pile at Gravel Pit, Chillicothe, with tram No. 3 coming. Although the characters in the foreground are so small they can hardly be seen, they are large men, namely: C. E. Francis, O. E. Sorguis, F. E. Baldwin and Conductor S. Stillwell. Photo by courtesy of J. C. Wilkins, inspector of Fuel Service.

Pearl Jenkins was 14 years old on July 8. She is the daughter of H. B. "Bundy" Jenkins, M. of W. carpenter, Hamden, Ohio. This little lady has had the misfortune of being crippled since birth, but it is made up for her in part because everybody is her friend. This is because of her sunny disposition at all times. She believes in smiling even if things go wrong. Next fall she expects to start her first High School year.

**St. Louis Division**

Correspondent, H. F. SMITH  
Secretary to Trainmaster, Flora, Ill.

Report has reached us of the efforts of Conductor G. F. Gaudlitz to increase passenger revenue. While in the performance of his duties he was asked by two passengers on his train, the time of a competing line train at point of connection. Mr. Gaudlitz inquired of the passengers as to their destination. Learning that they were en route to Cincinnati he informed them of the good connection and service to Cincinnati that was afforded by our line. As a result they purchased two tickets to Cincinnati via the Baltimore and Ohio. Thanks Mr. Gaudlitz.

Chief Caller Frank Wright, Flora, who contributes a column in the local newspaper entitled "Railroad Notes," does not fail to give publicity to the Crossing Campaign in each issue in an interesting style.

A conscientious train baggageman approached us the other day with an aggrieved look on his face, mumbling "It is not so on the Baltimore and Ohio." We, being solicitous as to the cause of all the grief, produced a two column clipping from a big daily entitled "Some concern is making trunk with the handles inside. This prevents the baggage man from tearing them off." Then there followed quite a discourse on the handling of train baggage. Getting serious, we do not believe that Baltimore and Ohio baggagemen handle them in any other way than if they were their own, and the writer of the article had occasion to ship his baggage over this line his opinion very likely would be changed.

You could hardly blame Fireman and Mrs. Paul Naney of Flora for being proud

of the smiling youngster in the picture. It is William Horn Naney, age five months; weight, 17½ pounds. William was judged 100 per cent. perfect in a recent Better Baby Contest.

We had the pleasure of receiving a copy of the Illinois Central Employees' Magazine a few days ago. Very interesting, finished in neat style, and right up to the minute.

A large group of bleacherites witnessed the first baseball game of the season on Wednesday June 14 when the Stores Department took the Accounting Department over the diamond to the tune of four to nothin'. It is said that the Accounting Department worked just as hard for the "nothin'" as the Stores Department did for the "four." The lineup follows:

ACCOUNTING DEPARTMENT	STORES DEPARTMENT
Kellums, c. f.;	White, c. f.;
Jeffries, 2b.;	Hancock, 2b.;
McIntire, r. f.;	Tomney, r. f.;
Phillips, 3b.;	Miller, 3b.;
Donahue, s. s.;	Smoot, s. s.;
Malinsky, 1b.;	Allison, 1b.;
Ackerman, l. f.;	Allison, l. f.;
Davis, c.;	Delphi, c.;
Bier, p.	Fouts, p.

Umpire: H. M. Hogan. Time: Plenty.

The line-up was on short notice and the Accounting Department has had little practice together this season; however, considering it from an accounting standpoint,



A 100 per cent. baby—William Horn Naney  
St. Louis Division

the game was well worth while. Center-Fielder Kellums was ousted by Umpire Hogan in the second inning, but re-instated in the third, account of not being able to find a man to fill our "Babe Ruth's" position. Kellums is the Babe Ruth of the Accounting Department, when he hits them. I say when he does (and he is going to some of these days) there won't be any use to look for the ball. There won't be any. The Accounting Department managed to get men on second and third a number of times during the game, but they wouldn't count that. Then, one of the heavies would get up and fan the air for about three rounds and down he would go, and with him the rest of the might-have-beens. Taking it all in all, the boys enjoyed themselves and the Accounting Department solemnly swore on the Home Plate to show the Stores Department a real game of baseball at the next opportunity.

Weldon E. Davis, clerk, was married on June 24 to Miss Josephine Fitzgibbons, tonnage clerk. L. D. Barlett acted as best man. The young couple are now on their honeymoon, touring the East. Best wishes!

Messrs. Harker, Starke and Warner are with us from Baltimore, checking time.

Send us some good photographs of St. Louis Division employes; we will do anything for news items except pay for them.

**Toledo Division**

Correspondent, EDWARD M. MANNIX

**East Dayton, Ohio**

That Dayton is the champion bowling city is attested by the fact that Edward Maley, Jake Reister, W. H. Gibson and Harry Schoenberger—four pogo jumpers, recently indulged in a game or two in our city. Before leaving, each purchased several bottles of liniment, for external use only. This bowling game is hard on the muscles, boys.

Can't say that we've got much on Jess Hubbard, our relief agent, but our advice is not to send him to North Dayton; he may land in Hamilton. Ask him about trains 54 and 55, recently. He wins the lace compass.

The old copy book tells us that "Patience is a Virtue." It is more than a virtue. It is the deliberate policy of a well balanced mind. Conditions are changing as the world progresses, and we are bound to change with it, but remember, "all's well that end's well."

Walter Wentworth and family have just returned from a delightful vacation in Chicago, and a visit to the old folks at Kans. Welcome back, old scout! Now hustle to catch up.

Just as I expected, Travers H. Smith, one of our boilermakers, kicked over the traces and led to the altar one of Dayton's most beautiful girls, and gave her his name right in front of the preacher. Good Luck, Mr. and Mrs. Smith! May your lives be one continual round of pleasure.

**In Memoriam**

On Tuesday evening, June 27, the sad intelligence reached us of the death of Mrs. Minnie Finley, wife of William Finley, our veteran machinist. "Mother" Finley, as she was known to all of the boys, was a sweet and lovable character, always bearing her sufferings patiently, and as her end approached it was with the same sweet smile that characterized her womanly life. Of her it may be well said that she was one of God's noblest creatures, charitable and patient, sweet and kind. To those surviving her we offer our condolence. Many indeed were the beautiful floral offerings that surrounded her casket. Her remains were conveyed to her last resting place at Chillicothe, Ohio, amid the silent prayers of those who loved her in life and death.

Here's a good one: Our agent, Harry Schoenberger was cutting quit a caper around the streets of Toledo with his new Ford sedan, when like a flash of lightning from out of the clear sky, he was seen to collide with a brewery wagon. They were both trying to compromise the damage but we learn that Harry got the best of it by 4¢. What?

The writer was again honored by an invitation to attend the outing of the clerks of the Superintendent's Division



Accountant's and Freight Offices. It was a jolly affair. The only thing I could not understand was, whether it was a baseball game or a prize fight they were trying to pull off. I waited for three rounds, (I mean innings) and felt sure that the inventor of our National sport would turn over in his grave, if he witnessed this terrific encounter. I left just as the water carnival took place, as I felt it was more than I could stand.

I had the pleasure of visiting Toledo on my vacation and was much pleased to meet our correspondent, Frank J. McManus, chief clerk to Assistant Superintendent J.W. Kelly (who, by the way, is back on the job as our correspondent). I also had the pleasure of addressing the roundhouse employees on Safety First. The meeting was kindly arranged by General Foreman J.W. Phares. I left with a good impression of Toledo, and all of our employees there.

#### Division Accounting Office Dayton, Ohio

Correspondent, G. M. MCBRIDE

Why didn't they have the Fat Man's Race at the picnic? Some said it was too hot; others said Mr. Hoban was afraid Mr. Spencer would win it; still others said they'd bet it was the other way round, but gee whiz, why don't people use their brains? Here's why. They couldn't run up hill—they couldn't run down hill—they couldn't race along the water front because they were afraid they would fall in and get their Sunday clothes wet. The "boys" had the ball ground. Nobody was out in front to see the race, so why have it? That's why.

Someone has asked for information as to the necessity of Mr. Bowman's wanting to borrow an oil can from every automobile owner he met at the picnic. We are at a loss to explain but perhaps Mr. Bowman believes in preparedness and is contemplating the purchase of a new car. Eh, Mr. Bowman?

By the way, did you get any of that lemonade?

Hurrah! for the ball game! Whom did you root for? Who won? Ask somebody else. All I know is Fox made a home run; Maus broke his glasses; Thrasher threw the bat at the ball; and Spencer sat on the bleachers. We have some mighty good fielders. And then they quit playing and went down to the water, and watched "Sam" Payne wade. Long came Hoban and jumped in and Payne had to leave 'cause the water rose two feet and he would have been drowned but for his timely exit. Thrasher couldn't go in swimming because his wife, being afraid that he'd drown, had taken his bathing suit out of his grip. That's the way it goes when you're married.

The Baltimore and Ohio girls have hung out the white flag and are ready to acquiesce in the matter of the Baltimore and Ohio men's ability to judge beauty. This fact was brought out rather forcibly at the picnic when the men appeared with their families. Never again will we doubt their ability; they always said they were good judges but we thought they were spoofing us.

Allow us to introduce to you our champion pugilist, Mr. Ball.

General Clerk H. C. White, Division Accounting Department, reports the theft of his automobile. In spite of the fact that he had a Yale lock on the garage, it was opened and the next morning he discovered that somebody had made a successful escape with his car. Subsequent reports

are to the effect that his auto was located a few days later, and stripped of everything that was loose on the car. Now he has arranged a means whereby his auto will be safe and expects to put his scheme on the market in the near future.

Mrs. "Frank" Beh has announced the engagement of her daughter, Mary E. Weaver, to David E. Snyder, time clerk, Division Accounting Office. The marriage will take place sometime in August. Best wishes!

Something interesting—Nann trying to convince Vermilion—and vice versa.

Bowman has a run on "Age before Beauty, go ahead." Who do you mean is beautiful, Bowman?

On June 1, through sleeping car service was put into effect between Cincinnati and Bay View, Michigan.

Regardless of the fact that the permanent wave is much talked about and in style, we also have the other extreme—men who do not care for it under any circumstances; for instance, Messrs. Spencer, Fortman and Payne. Yes, and I almost forgot to mention that "Gene" has joined the ranks of the latter.

We are glad to welcome to the Baltimore and Ohio family two new members—Randolph Van Scoyk and Cassimir Petkewicz. If you cannot recall the name of the latter just call him "Pet."

#### Kentucky District

Correspondent, H. L. GRAHAM  
Telephone Maintainer

Our shop foreman, "Jim" Aldridge, Jenkins, Ky., has a little daughter, Sarah, who, at the age of ten years, has made such an exceptionally good school record that her work has become a subject of popular conversation.



Sara Aldridge, daughter of shop foreman,  
Jenkins, Ky.

Superintendent of Schools L. B. Stephan gives us the data concerning her examination, as follows:

Intelligence test given in October, 1921, at the age of nine and eight-twelfths years, shows her mental capacity to be equal to that of thirteen years.

Intelligence test given in April, 1922, at the age of ten and three-twelfths years, shows her mental capacity to be equal to that of fourteen years.

In other words, in seven months she increased twelve months in mental capacity. In her arithmetic she showed normal

achievement. In reading, however, she showed the achievement of an eighteen year old girl, both in rate and comprehension.

At the end of the school term this year, she was selected by the faculty, principal and superintendent as one of the three most efficient girls in the whole school, grades and high school, for the efficiency prize of five dollars. This took into consideration scholarship, attendance, punctuality, effort, neatness, loyalty, deportment, honesty, leadership and general progressiveness.

Despite the unsettled labor conditions all of our engines in the Kentucky District are, at this writing, July 15, in first class service condition and will remain so, due to the untiring efforts of division officers. These, from the superintendent down have been working from twelve to sixteen hours a day in their efforts to maintain the high standard of public service for which our System is noted.

During the month of July, on the train dispatchers' telephone circuits throughout the Kentucky District, an extensive test is being made of loud speaking telephone equipment. This instrument, known as a "telemegafone" eliminates the necessity of wearing a head receiver and, therefore, does away with the momentary deafness and other objectional features that result from the wearing of a head set, especially during an electrical storm. The telemegafone has so far operated entirely satisfactorily under varying weather conditions and our dispatchers are hoping that it will soon be a permanent part of our train dispatching telephone equipment.

Engineer Nathan Adams and Conductor Oscar Arrington were recently married to popular Kentucky belles. Mrs. Nathan Adams was Miss Leonia Plummer, of Jenkins, Ky., Mrs. Oscar Arrington was Miss Virginia Mayo, of Hite, Ky. Both couples are now residing in Jenkins. We wish them all happiness and prosperity possible.

R. H. Baker, formerly with the Consolidation Coal Co., Auditing Department, is now stenographer to Chief Clerk L. E. Gatwood. Mr. Baker is efficiently filling the position recently made vacant by the transfer of A. R. Hunter to the position of chief clerk to Division Engineer Abbott, Cincinnati, Ohio.

#### Not for Men

The minister was trying to teach the significance of white to a Sunday school class.

"Why," said he, "does a bride invariably desire to be clothed in white at her marriage?"

As no one answered he explained. "White," he said, "stands for joy, and the wedding day is the most joyous occasion of a woman's life."

A small boy queried "Why do the men wear black?"

—Partners.

#### He Nearly Missed

Once a famous cricketer who scorned the "ancient game" of golf consented to try his luck in the presence of a number of club members. Strolling languidly to the tee, he adjusted his monocle and let drive. By some miracle the ball fell on the edge of the green and trickled down into the hole.

"You're down in one, sir," shouted the amazed caddie.

"I'm glad of that," said the novice; "I was afraid I might have missed it."

—North Shore Bulletin



# Accurate Weights Insure Correct Freight Charges

Gains In Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight During June 1922.

*Note:—Each month there will be published in the Magazine, statement of amount of increases, shown by stations, made in the revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer.*

STATION EASTERN LINES		AMOUNT	STATION EASTERN LINES—Con.		AMOUNT
Belington, W. Va.		\$ 41.44	Weston, W. Va.		\$ 90.55
Bellaire, Ohio		50.43	West Union, W. Va.		1.18
Bellville, W. Va.		3.27	Wheeling, W. Va.		819.27
Board Tree, W. Va.		1.90	Wilsonburg, W. Va.		2.82
Boswell, Pa.		2.74	Miscellaneous		*8.72
Branchville, Md.		28.42	<b>TOTAL</b>		<b>\$4,089.58</b>
Brunswick, Md.		10.82			
Brunswick Tfr., Md.		1191.66			
Buekhannon, W. Va.		14.53	STATION WESTERN LINES	AMOUNT	
Butler, Pa.		19.28	Akron, Ohio		\$ 71.48
Camden Sta., Md.		54.05	Athens, Ohio		6.32
Charleston, W. Va.		14.77	Aurora, Ind.		4.15
Clarksburg, W. Va.		54.15	Beardstown, Ill.		5.47
Clendennin, W. Va.		33.08	Blanchester, Ohio		5.18
Confluence, Pa.		8.00	Bridgeport, Ohio		5.10
Connellsville, Pa.		15.70	Bruceston, Pa.		1.58
Cumberland, Md.		20.66	Cambridge, Ohio		4.75
Dover, W. Va.		1.27	Canton, Ohio		11.15
Fairchance, Pa.		4.75	Chicago, Ill.		711.39
Fairmont, W. Va.		42.22	Chillicothe, Ohio		18.28
Flushing, Ohio		2.88	Cincinnati, Brighton		28.62
Frederick, Md.		2.10	Gest St.		5.88
Friedens, Pa.		1.72	Kenyon Ave.		402.80
Gassaway, W. Va.		29.39	Norwood		3.43
Gilmer, W. Va.		3.07	Smith St.		408.86
Grafton, W. Va.		34.29	Cleveland, Ohio		201.33
Graham, W. Va.		2.46	Columbus, Ohio		105.64
Hartford, W. Va.		1.88	Crescent, Ohio		1.30
Holsopple, Pa.		2.17	Dayton, Ohio		101.28
Hundred, W. Va.		4.98	E. St. Louis, Ill.		222.01
Huntington, W. Va.		187.19	Elyria, Ohio		38.93
Jane Lew, W. Va.		9.91	Flora, Ill.		1.69
Kane, Pa.		4.42	Fostoria, Ohio		2.84
Laurel, Md.		5.44	Garrett, Ind.		4.97
Littleton, W. Va.		2.35	Greenfield, Ohio		1.17
Mannington, W. Va.		2.56	Hamilton, Ohio		5.56
Markleton, Pa.		2.12	Hillsboro, Ohio		6.08
Martinsburg, W. Va.		9.97	Lawrenceburg, Ind.		5.24
Martins Ferry, Ohio		11.18	Lima, Ohio		86.41
McKeesport, Pa.		9.22	Lorain, Ohio		7.82
Moatsville, W. Va.		1.79	Louisville, Ky.		268.46
Monongah, W. Va.		7.43	Mansfield, Ohio		25.52
Moorefield, W. Va.		1.09	Marietta, Ohio		1.37
Morgantown, W. Va.		1.23	Martin, Ky.		19.90
Moundsville, W. Va.		29.61	Massillon, Ohio		3.82
Mt. Pleasant, Pa.		2.12	Maynard, Ohio		4.85
New Martinsville, W. Va.		5.34	Mitchell, Ind.		2.01
New York, Wallabout Term		1.31	Mt. Vernon, Ohio		5.76
West 26th St.		88.64	Newark, Ohio		9.34
Oakland, Md.		2.75	New Castle, Pa.		42.70
Paden City, W. Va.		7.50	New Philadelphia, Ohio		4.17
Parkersburg, W. Va.		296.80	Niles, Ohio		2.22
Pennsboro, W. Va.		9.08	North Vernon, Ind.		5.91
Philadelphia, Pa. Pier 22		158.31	Painesville, Ohio		4.41
Piedmont, W. Va.		17.13	Piqua, Ohio		9.81
Pittsburgh, Pa.		318.68	Sandusky, Ohio		15.87
Point Pleasant, W. Va.		4.57	Springfield, Ill.		4.45
Ravenswood, W. Va.		30.69	Tiffin, Ohio		9.36
Richwood, W. Va.		16.74	Toledo, Ohio		69.47
Roanville, W. Va.		2.72	Vincennes, Ind.		6.32
Rockwood, Pa.		11.67	Warren, Ohio		14.33
Sistersville, W. Va.		21.01	Willard, Ohio		374.77
Somerset, Pa.		17.32	Youngstown, Ohio		28.71
Spencer, W. Va.		128.84	Zanesville, Ohio		22.14
Tunnelton, W. Va.		1.47	Miscellaneous		*2.06
Uniontown, D. C.		3.37	<b>TOTAL</b>		<b>\$3,442.69</b>
Ursina, Pa.		1.18	Total Eastern Lines		\$4,089.58
Versailles, Pa.		1.80	Total Western Lines		3,442.69
Washington, D. C.		27.63	<b>GRAND TOTAL</b>		<b>\$7,532.27</b>

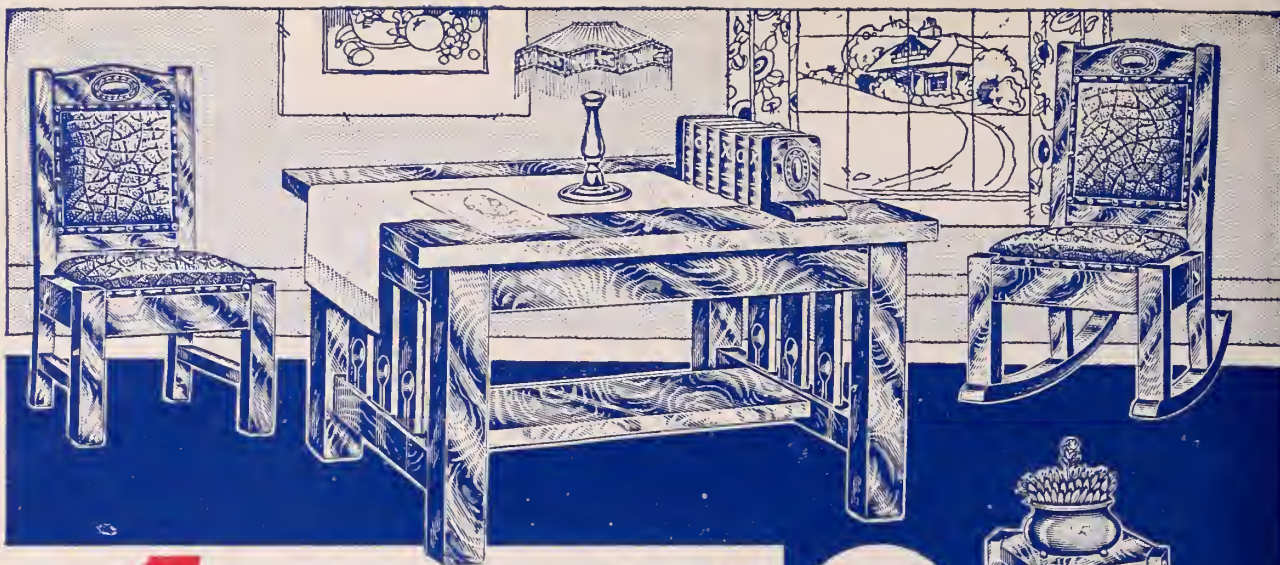
## SUMMARY

	WESTERN LINES	EASTERN LINES	TOTAL
January	\$ 2,646.17	\$ 503.34	\$ 3,149.51
February	2,381.58	1,014.09	3,395.67
March	2,093.14	1,115.47	3,208.61
April	2,513.24	1,917.37	4,430.61
May	2,485.56	1,842.61	4,328.17
June	3,442.69	4,089.58	7,532.27
<b>Total</b>	<b>\$15,562.38</b>	<b>\$10,482.46</b>	<b>\$26,044.84</b>

\* Various stations showing increases in revenue less than one dollar.

A. E. DAY, Chief of Weighing Bureau, Transportation Department





# \$1 Brings Hartman's Richly Upholstered 7 Piece Suite

**Quarter-Sawed and Solid Oak**

Send only \$1 for this complete suite of library, parlor, or living room furniture—seven splendid, massive pieces. Use it 30 days, on free trial, then if you don't say that it is even more than you expected, ship it back and we return your \$1 and pay transportation charges both ways.

**Over a Year to Pay**

Only by seeing this splendid quarter-sawed and solid oak suite can you realize how it will add to the appearance of your home. Only by examining it can you appreciate what a record-breaking bargain it is at our smashed price. Furniture like this—elegant, comfortable, massive—can be bought nowhere else at anywhere near the price, nor on such liberal terms.

**Handsome Fumed Finish!** TABLE, solid oak with top 26x42 inches. ARM ROCKER, solid oak with quarter-sawed top panel and arm rests; seat 18x19 in. SIDE ROCKER, solid oak with quarter-sawed oak top rail; seat 16x14 inches. ARM CHAIR, 37 inches high, and SIDE CHAIR, 36 inches high, with seat 16x14 inches.

Table and chairs stand on noiseless glides. Backs and seats upholstered in durable imitation Spanish brown leather. Comfortable spring seats. TABOURETTE, 16½ inches high with 10-inch top, is solid oak. BOOK BLOCKS, heavy enough to support a liberal number of volumes. Shipped (fully boxed, "knocked down" to lessen freight charges) from factory in Central Indiana, Western New York State or Chicago warehouse. Send the coupon.

Order by No. 112DDMA7. Price, \$37.95. Send \$1 now. Pay balance \$3.00 per month.

**FREE BARGAIN CATALOG**

368 pages of the world's greatest price-smashing bargains. Everything you need for the home—the pick of the markets in Furniture, rugs, linoleum, stoves, watches, silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines, cream separators, etc.—all sold on our easy monthly payment plan and on 30 days' Free trial. Post card or letter brings this 368-page Bargain Book by return mail FREE.

"Let Hartman Feather YOUR Nest!"

**HARTMAN**  
FURNITURE & CARPET CO.  
Dept. 4650 Chicago, Ill.  
Copyright, 1922, by Hartman's, Chicago

Upholstered Back and Seats  
Comfortable Spring Seats



—Mail Coupon Now!—

**HARTMAN Furniture & Carpet Co.**  
Dept. 4650 Chicago, Illinois

Enclosed find \$1. Send the 7-Piece Living Room Suite No. 112DDMA7 as described. I am to have 30 days' free trial. If not satisfied, will ship it back and you will refund my \$1 and pay freight both ways. If I keep it, I will pay \$3.00 per month until the full price, \$37.95, is paid. Title remains with you until final payment is made.

Name .....

Street Address .....

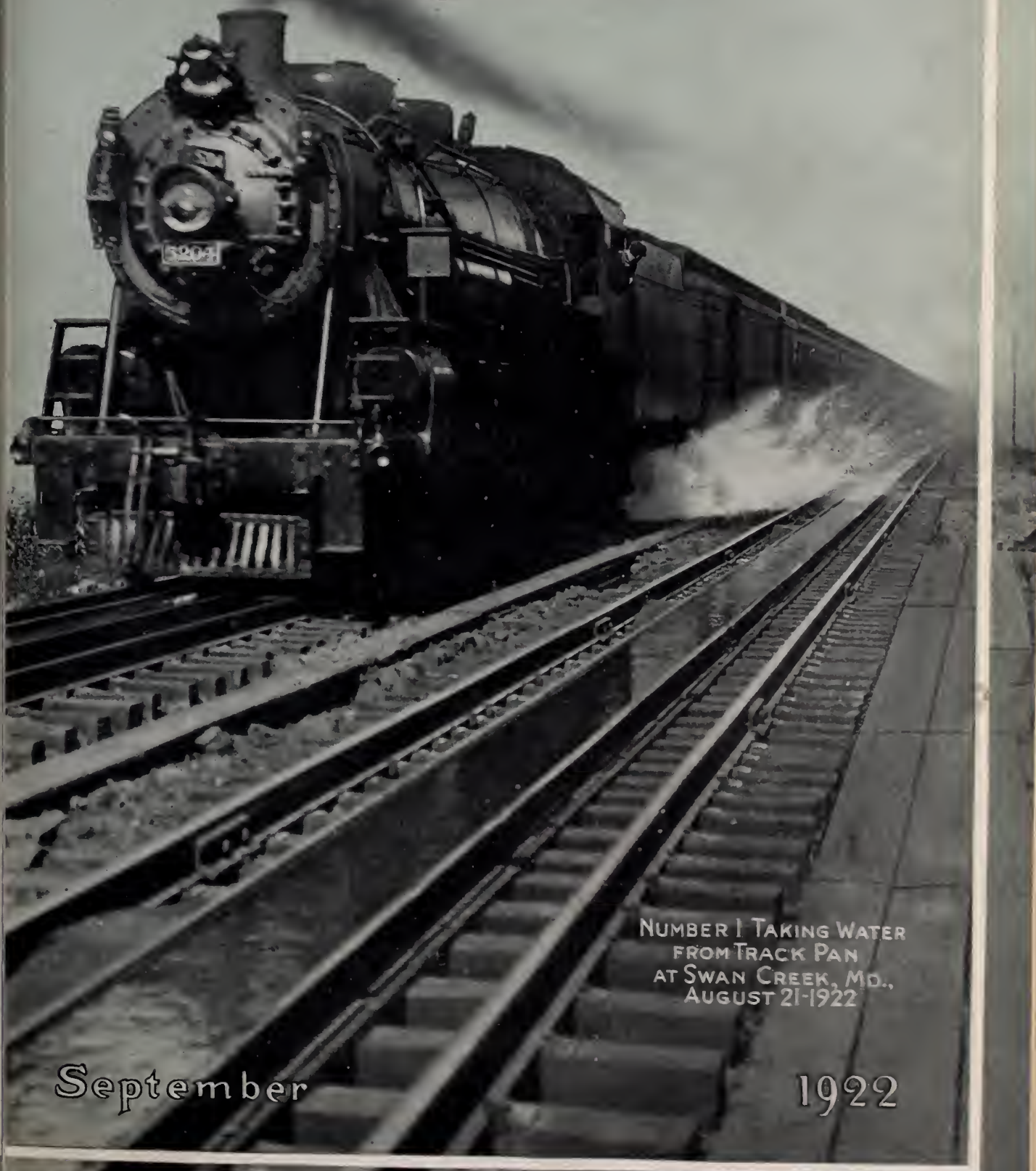
R. F. D. .... Box No. ....

Town ..... State .....

Occupation ..... Color .....



# Baltimore and Ohio Magazine



NUMBER 1 TAKING WATER  
FROM TRACK PAN  
AT SWAN CREEK, MD.,  
AUGUST 21-1922

September

1922



## “Safety-Valve Steve” Says:

Tim, my fireman, can't wear his jumper when he's firing—but when the run's over he slips on a slick jumper—and gives the crowds the once over.

Yes—Tim is careful that all Overalls and Jumpers he buys are made out of Stifel's Indigo Cloth. I switched him in right—twelve years ago when I says—“Tim—always look for this boot-shaped trade mark in your Work Clothes.”



All the big Overall and Work Clothes manufacturers use Stifel's Indigo Cloth because it wears best. Well—we're pulling out now. See you later.

*Garments sold by Dealers Everywhere  
—We are Makers of the Cloth only.*

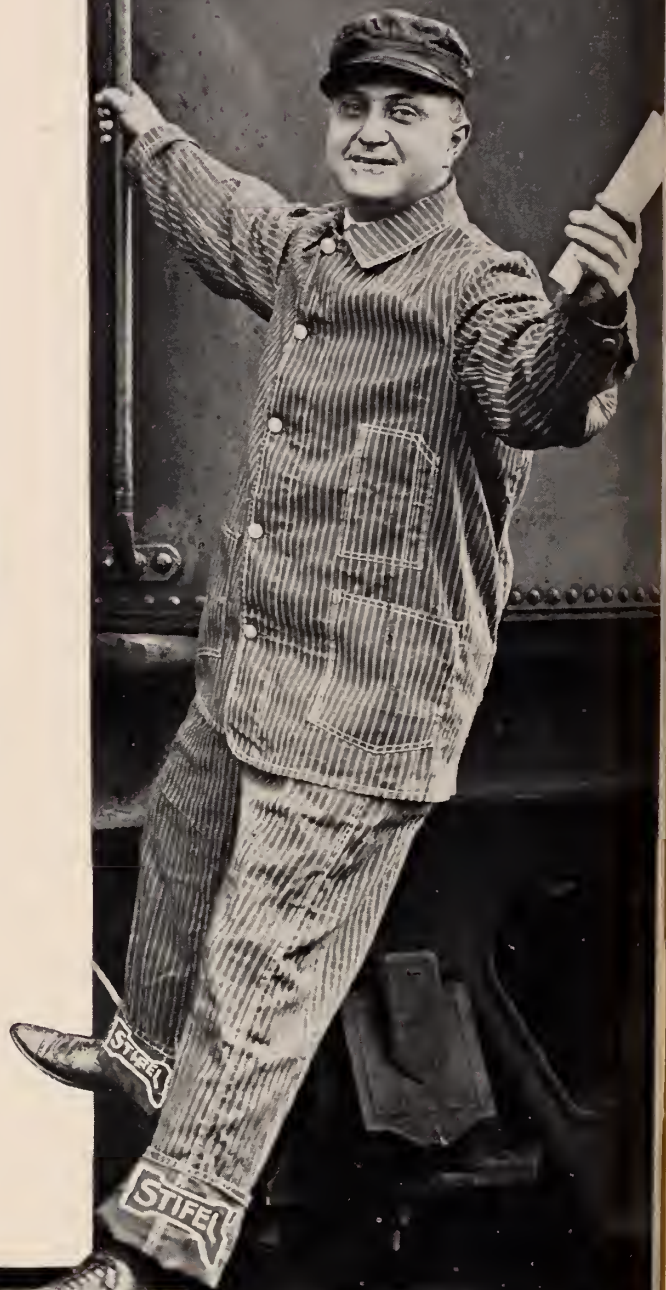
### J. L. STIFEL & SONS

Indigo Dyers and Printers

Wheeling, W. Va.

New York

Baltimore



# Stifel's Indigo Cloth

Standard for over 75 years





# Do You Want \$200 a Week?

## The Amazing Story of Carl Rowe who rose from an Income of \$50.00 a Week to \$1,000 a Month

### These Men Are Making Big Money

Here are just three of the Comer Representatives who are making large profits and making them easily. They find that they can take an hour or so of spare time any day and make plenty of extra money. Or they can devote all their time to Comer work and make large and steady income. Read their records and hear what they have to say regarding the Comer Way of making big money.



Carl P. King, of Kentucky, a machinist, says: "Since I received my outfit the time I've spent calling on customers has paid me \$3.00 an hour profit."



F. E. Wright, South Carolina, railroad man, finds the Comer Agency a great profit maker. \$256.58 for one month's leisure hours' effort.



I. J. Maher, of Maine, finds the Comer Business a sure way to steady and large profits. He averages \$250 to \$350 a month and frequently goes over the \$500 mark.



You can make profits like these just as easily as King, Wright and Maher. You don't need experience or previous training to start. The Comer Way shows you how to make big money from the first day, and how to keep right on making it.

My name is Rowe—Carl Rowe. I live in a small city in New York State.

I am going to tell you an amazing story about myself. It may seem too strange to believe, but you can easily verify everything I have to say.

Two years ago I was a baker. I was struggling along, trying to make the money in my pay envelope meet the increasing expenses of our family. There was no prospect for the future.

Today, just two years later, I am a successful business man. I have plenty of money for all the things we need and want. Last month I made \$876 during my spare time, and was able to put \$200 a week in my savings account.

I am going to tell you how it happened.

Please remember that two years ago I had no surplus cash. I was in the same fix as nine out of ten other men. Expenses were constantly mounting and my salary, although it had increased, could not keep pace with the cost of living. My wife had to do without things that I knew she ought to have. We wanted an automobile, but we couldn't afford it. We wanted to buy our home, but we couldn't afford that.

It made me desperate to think of what might happen if I became sick or lost my job. I worried about it, and so did my wife. We were living from hand to mouth, and we didn't know what calamity and hardships might be lurking just around the corner.

And yet—today—I own our nine-room house. I have an automobile. I have money for books, the theatre, or any other pleasures that I may want. I have the cash today to educate my son and send him through college.

Here is how it happened. One day in glancing through a magazine I read an advertisement. The advertisement said that any man could make from a hundred to three hundred dollars a month during his spare time.

I didn't believe it. I knew that I had worked hard eight hours a day for \$50.00 a week, and I figured that no man could make that much during a couple of hours a day spare time.

But as I read that ad I found that it pointed to men who had made that much and more. In the last paragraph the advertiser offered to send a book without cost. I still doubted. But I thought it was worth a two-cent stamp, so I tore out the coupon and put it in my pocket and next day on my way home from work I mailed it.

When I look back to that day and realize how close I came to passing up that ad, it sends cold chills down my spine. If the book had cost me a thousand dollars instead of a two-cent stamp, it would have still been cheap. All that I have today—an automobile, my home, an established business, a contented family—

all these are due to the things I learned by reading that little eight-page booklet.

There is no secret to my success, I have succeeded beyond any dream I may have had three years ago, and I consider myself an average man. I believe that I would be criminally selfish if I did not tell other people how I made my success.

All the work I have done has been pleasant and easy, and withal, amazingly simple. I am the representative in this territory for a raincoat manufacturer. The booklet that I read was one issued by that company. It tells any man or woman just what it told me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.

The Comer Manufacturing Company are one of the largest manufacturers of high-grade raincoats on the market; but they do not sell through stores. They sell their coats through local representatives. The local representative does not have to buy a stock. All he does is to take orders for Comer raincoats and he gets his profit the same day the order is taken. Fully half my customers come to my house to give me their orders.

My business is growing bigger every month. I don't know how great it will grow, but there are very few business men in this city whose net profit is greater than mine, and I can see only unlimited opportunity in the future.



### A Special Offer To Railroad Men

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to this same proposition in your territory, write at once to The Comer Manufacturing Company, Dayton, Ohio. This is their special offer. They will send you, without any preliminary correspondence or red tape, a complete outfit with full instructions, samples, style book order book and everything you need to get started. Sign and mail the coupon below and in less than a week you can be making more money than you ever believed possible.

### Mail This Coupon At Once

THE COMER MFG. CO.,  
Dept. X-61, Dayton, Ohio.

I am ready to start as a Comer Representative if you can show me how I can make from \$50.00 to \$200 a week. Please send me, without any expense or obligation to me, complete outfit and instructions.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_

Please mention our magazine when writing advertisers





# Baltimore and Ohio Magazine

Volume 10

Baltimore, September, 1922

Number 5

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employees. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 37,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



C.H.D.





**AGENTS**  
 Large Shirt Manufacturer  
 wants agents to sell complete line of shirts, direct to wearer. Advertised Brand. Exclusive patterns. No capital or experience required. Big values. Entirely new proposition. Write for free samples  
 MADISON SHIRT CO.  
 503 Broadway New York

# PATENTS

BOOKLET FREE. HIGHEST REFERENCES. PROMPTNESS ASSURED. BEST RESULTS. Send drawing or model for examination and report as to patentability.

**WATSON E. COLEMAN**  
 PATENT LAWYER

624 F. Street, N. W. Washington, D. C.

## An Amazing Raincoat Offer

Goodyear Mfg. Co., 4557RD, Goodyear Bldg., Kansas City, Mo., are offering to send a Goodyear Combination Top and Raincoat to one person in each community who will recommend it to friends. If you want one, write today.

### Checking Up

Roy Simpson, negro laborer, was putting in his first day with a construction gang whose foreman was known for getting the maximum amount of labor out of his men. Simpson was helping in the task of moving the right-of-way and all day long he carried heavy timbers and ties until at the close of the day he was completely tired out. Came quitting time. Before he went he approached the boss and said:

"Mister, you sure you got me down on the payroll?"

The foreman looked over the list of names he held. "Yes," he said, finally, "here you are—Simpson—Roy Simpson. That's right, isn't it?"

"Yaas suh, boss," said the negro, "dass right. I thought mebbe you had me down as Sampson." —*Forbes Magazine, (N. Y.).*

### A Sure Sign

The little suburb of Mudville cannot by any stretch of imagination be considered a busy place. The railway upholds the reputation of the village.

A visitor to Mudville realized this recently after waiting four hours for an overdue train. He approached the porter.

"Isn't that train coming soon?" he inquired mildly.

Just at that moment a dog came trotting up the line, and a glad smile illuminated the porter's face.

"Oh,—yes, sir," replied the official; "it'll be getting here now. Here comes the engineer's dog." —*Edinburgh Scotsman*

### His Condition

"How are you coming on, Uncle Bragg?" asked an acquaintance.

"Well, I'll just tell ye, Gabe," answered old Bragg Sockery of Mount Pizgy, Ark.—"I hain't doing no pertickler good. 'Pears like the doctor and the neighbors don't understand my case. Some says one thing about it and some says something else, till I'll be dogged if I don't get to sorter wondering whether none of 'em have got any sense. I don't like to disapp'int my friends, though, and I hate to waste what I pay the doctor for. So I've took enough of one thing and tuther to float a boat, and have kinda got the notion that what's the matter with me is simply what's the matter with me, and there hain't no help for it."

—*Kansas City Star.*

### Unlimited Ability

The town band had been royally entertained in a neighboring village where a concert had been given. On the train home the conductor had some trouble getting the ticket of one of the musicians. After several futile attempts to get his fingers into his vest pocket, the musician gave it up and announced:

"I losht th' dang thing."

"Come, come," ejaculated the conductor encouragingly. "You couldn't lose a thing like a railroad ticket."

"Oh, I couldn't hey?" retorted the other with indignation. "Y' don' know me. I just losht the bass drum, thass what I did."

—*M M C—News.*

### Husbanding Her Resources.

He was cycling through a quaint, old-fashioned village, when he was thrilled by the sound of a woman's cry for help, followed by the muffled tones of a man's voice. He quickened his pace, to find a woman holding on to the handle of a cottage door, while from within it was evident that somebody was endeavoring to force it open.

"Give me a hand, mister," she cried. "I daren't let him come out!"

The cyclist dismounted, and by adding his strength to that of the woman the door was kept closed.

"Your husband, I suppose?" he said.

"Yes," was the breathless reply. "He's got one of his crazy fits on to-day."

"Well, I should think you would be pleased to let him out."

"Not till this policeman's passed," panted the woman. "You see, Bill's very nasty with policemen when he's like this, and this one's too valuable to lose. I do his washing." —*Tit-Bits (London.)*

### Wouldn't Mind That

An Italian who kept a fruit stand was much annoyed by possible customers who made a practice of handling the fruit and pinching it, thereby leaving it softened and often spoiled. Exasperated beyond endurance he finally put up a sign which read:

If you must pincha da fruit—  
 pincha da cocoanut!

—*Exchange.*

First hobo, under freight car: I used to travel first class, off and on.

Second ditto: Getting on at one station and put off at the next, I suppose.

—*Exchange.*

### Another Smart Youngster

Mr. and Mrs. Jones had been invited to a friend's home for tea and the time had arrived for preparing for the visit.

"Come along, dearie," said Mrs. Jones to her 3-year-old-son, "and have your face washed."

"Don't want to be washed," came the reply.

"But," said the mother, "you don't want to be a dirty little boy, do you? I want my little boy to have a nice clean face for the ladies to kiss."

Upon this persuasion he gave way and was washed.

A few minutes later he stood watching his father washing.

"Ha, ha, daddy!" he cried. "I know why you're washing!"

—*Pittsburgh Chronicle-Telegraph.*

### The Tie That Binds

A baby will make love stronger, days shorter, nights longer, bank roll smaller, home happier, clothes shabbier, the past forgotten and the future worth living for.

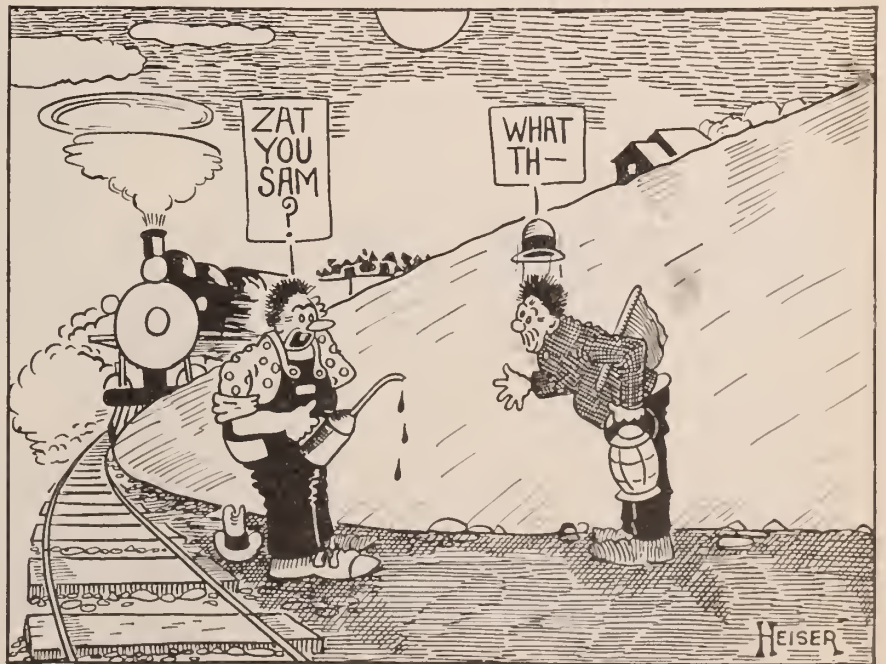
—*Mead Corporation.*

### Chance of a Lifetime

She had become engaged to the handsome and titled foreigner, much against the wishes of her family, who were averse to taking on a life boarder.

"Ah, Count," she sighed regretfully "you don't know how my love for you distresses my parents. I have often heard father say he would gladly give fifty thousand dollars if I should never see you again."

The scion of nobility sat up excitedly. "Ees zat so?" he demanded. "And ees your fazaire in hees offees now, you sink?"



Terrible accident narrowly averted on the B. Z. & C. (Bent, Zigzag and Crooked). Flagman on the cannon ball saw an engine coming around Snake Curve, jumped off to flag and found it was his own train



## An Embryo Engineer

By James Edward Hungerford

Illustrated by Robert L. Heiser

There are those that have ambitions,  
To attain the high positions,  
Such as President and Senator and Governor and sich;  
And there's those that simply hankers,  
To be business men, or bankers,  
And they won't be restin' easy, 'til they're fairly rollin' rich;  
And there's those who'd be contented,  
Just to get their names indented  
On a tablet in the archives of the mighty Hall of Fame;  
But with me, I'll tell you straight, sir,  
I would rather sit in state, sir,  
In an engine cab, with "engineer" outstringin' from my name!

Ah, to me it is a treat, sir,  
When a driver takes his seat, sir,  
And just pulls that grimy cap of his far down to shield his eyes;  
And then glances up the track, sir,  
And then proudly glances back, sir,  
With his keen eyes all aight, sir, kinda knowin' like, an' wise;  
When he pulls his gauntlets on, sir,  
Like he's anxious to be gone, sir,  
And a glow of pride and pleasure sort of creeps into his face;  
"All aboard!" Now watch him start, sir,  
Golly! How it grips my heart, sir!  
Why, I'd give all I possess, sir, to be sitting in his place!

Ah, it makes me thrill with pride, sir,  
When he throws the throttle wide, sir,  
And away the engine glides, sir, with her long majestic train!  
Gee! The sight of him's just grand, sir!  
Golly! Don't he beat the band, sir!  
Can I make you understand, sir—do I make my feelin's plain?  
Why, it makes me feel so queer, sir,  
That I'd simply like to cheer, sir,  
When I see an engineer, sir, I am joyous and content;  
For the fact is—get me straight, sir,  
I would rather sit in state, sir,  
In an engine cab, than sign myself the Nation's President!





# BALTIMORE AND OHIO MAGAZINE

Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes

VOLUME 10

BALTIMORE, SEPTEMBER, 1922

NUMBER 5

## One-Hundred Dollars for an Idea— And Honor without Stint for the Person who Suggests It!

THE Baltimore and Ohio needs an idea. It wants to express in words, picture, design or a combination of them,—forcefully and briefly—what the Baltimore and Ohio is. It wants a trademark, slogan or advertising idea, adaptable for its timetables, advertising literature, etc. And it is willing to pay one-hundred dollars (\$100.00) for it!

For years our trademark has been the one shown at the top of this page, the dome of the Capitol in Washington in the lettered circle. In fact, the dome of the National Capitol has or so long been associated with our railroad that a newly suggested trademark not containing the Dome will have to be supremely good to outweigh the value of this long association between the Capitol and the Baltimore and Ohio. But remember that the Dome in the design is not necessary, although it is permissible! Other railroad trademarks of varying significance and excellence are pictured here as suggestions.

There are hundreds of interesting facts about the Baltimore and Ohio which have a bearing on this subject. It is the oldest railroad in the United States. It was the first to cross the Alleghenies, to use electricity as motive power, and in other important respects. It runs through thirteen different states. It is the only railroad which runs east and west through the National Capital. Its safety record is an enviable one. Its reputation for smooth-riding trains, dining car service and courteous employes is second to none. It is famous as "the Good Neighbor Railroad."

But pertinent as are all these facts, it is apparent that they cannot be completely expressed in a



trademark or concrete advertising idea, which must be extremely brief, simple and, at the same time, forceful. Beyond this, however, there is no restriction on the ideas which may be suggested.

A trademark of any shape or lettering, or simply an idea, provided it has outstanding merit, will do. Whatever is suggested, however, should have a "sales value" if possible, such as is expressed by such well known slogans as "Eventually—Why not Now," "Veribest," "Taste Tells," "It Floats," etc. It may also be an adaptable trademark such as the Sante Fe Car Wheel and Cross, used in many variations. But as this trademark is always recognized as the Sante Fe, so must our trademark be recognizable as the

Baltimore and Ohio. In this connection it will be remembered how well the Lackawanna Railroad has adapted the "Phoebe Snow" and "Road of Anthracite" ideas to its advertising.

### Conditions

1. Any person may submit one or more suggestions.
  - a. Each must be sent in a separate envelope.
  - b. The suggestions may be described, sketched or drawn. It is not necessary that a drawing be submitted, although this is advisable where possible because it will clarify the idea of the writer.
  - c. The reasons why contestant believes his idea has merit *may* be explained in not more than 200 words.
2. There is no time limit on the competition, but quick responses are advisable since the first idea of outstanding merit received after the lapse of a reasonable period, will be accepted.
3. If no idea of outstanding merit is received, the prize will not be awarded.
4. After the contest is closed, credit will be given in the MAGAZINE to all those who have submitted ideas of unusual merit.
5. Suggestions will be sent in a plain envelope addressed,

Trade Mark Contest,  
Baltimore and Ohio  
MAGAZINE,  
Mt. Royal Station,  
Baltimore, Md.

6. Write on one side of the sheet only, allowing plenty of space between lines. Do not place any evidence of authorship on the envelope in which the suggestion is mailed or in the suggestion itself. But with the suggestion enclose



1



2



3



4



5



6



7



8



9



10



11

Trademarks of some of the other railroads, all self explanatory except No. 7, of the Chicago and Alton



a blank envelope containing a slip of paper showing name and address of the contestant. The contestants will not be known, even to the judges, until the winning suggestion, if such there be, has been decided upon.

This contest may develop some of

the most important head-work ever started by the Baltimore and Ohio. A good trademark is an invaluable thing and we hope that one of our employes may have the honor and reward of suggesting the right one.

Get your idea in now!

Train No. 44, of course, would have overcome all the delay if the engine had been performing. On the return trip on train No. 53, this engine made a very creditable performance.

Yours Truly,

(Signed) J. M. SCOTT.

## Fireman Albert Adams Commended for Unusual Interest in His Work

*After finishing an unsatisfactory run, he played "night hawk" with the boilermaker and found out just what was wrong with his engine*

AN account of the recent unusual interest shown by Fireman Albert Adams in his work, was sent to General Manager Scheer by General Superintendent Scott, with recommendation that it be published in the MAGAZINE. Mr. Scheer said that it was one of the most gratifying instances of the kind that had ever come under his observation and forwarded the recommendation approved. Mr. Scott's letter, telling the story, is in part, viz.:

Wheeling, W. Va., Dec. 13, 1921.

Mr. E. W. SCHEER,  
General Manager.

Dear Sir:

Train No. 44, engine 5011, Conductor J. P. Hickey, Engineer George Gillingham, made a poor run on December 10. They were delayed five minutes at Denver, meeting No. 51, took coal at the Shaft Mine just west of Fairmont and did not have steam enough to get away from there for four or five minutes on account of being unable to release the air, only having 130 pounds of steam when they stopped at the coaling station. The engine crew stated that the engine failed right out of Wheeling on account of a poor tank of coal.

The feature of this delay that I want to bring to your personal attention is the way in which Fireman A. Adams handled himself after he arrived at Grafton. He has been in the service eight years as a fireman and has been promoted since 1918 although he has run but little, account being set back. I asked him to come to the office to see me today. He is married, has one child, is purchasing his home through the Baltimore and Ohio Relief Department, and is very much interested in his work. He said that the engine did poorly from Wheeling to the Shaft Mine, just west of Fairmont, that he had burned about six tons of coal in that seventy-five miles and only had 130 pounds of steam when they stopped at the coal tipple; that the brakes stuck and they could not release them for four or five minutes; that there was but little life in the coal, that the blower was O. K. and that it was the first time in his experience that he has ever had to lose a minute on a passenger train account waiting for steam.

My reason for calling him to the office was that I had learned that on his arrival on train No. 44 on the night in question, which was about 11.00 p. m., he did not go to bed but waited around until the 5011 had been hostled and when the boilermaker got in her about 2.00 or 2.30 a. m., Fireman Adams was there to see what was wrong. He crawled into the fire box with the boilermaker and found seven flues leaking, three at the top of the sheet squirting slightly, seven flues on the right hand side capped over and five or six flues at the bottom of the sheet stopped up.

This is the first case I have ever known of a fireman hanging around three or three and a half hours at midnight to find out what was the matter with an engine that he had fired over a division and had not been able to keep hot. I told Adams that that was why I wanted to see him. I was interested in the man that had that much interest in his work and the good performance of our trains. If everybody had this much interest in the game there would be but few failures, and certainly not a second failure of the same kind if the man could have anything at all to do with the correction of the defects that caused the first one.



Fireman Albert Adams, Wheeling Division

Mr. Adams became a fireman for the Baltimore and Ohio in 1910. He remained in the service for but a short time, but reentered it on July 15, 1911, as freight fireman and continued as such until promoted to engineer on June 1, 1920. Recent poor business conditions put him back to his firing job, but his clean record, fine interest in his work and other substantial qualities noted indicate that he will be ready for his opportunity when it comes. And it will come!

### Lady Astor Remembers

THE story of Lady Astor's experience on a Baltimore and Ohio dining car on April 22, and her keen enjoyment of the hospitality there provided, will be remembered as having appeared in the May issue. Further evidence of Lady Astor's enjoyment of her lunch and of the courtesy shown her by our Dining Car Department men was recently substantially evidenced by the receipt by Steward De Leon Rush and Inspector Sherman, of the Dining Car Department, of a handsome fountain pens sent them by Lady Astor.

### Milwaukee's New Folder with Map of the Orient

THE C. M. & St. P. Railway Company has just issued an usually attractive folder called "To The Orient." It contains scenes of the electrified line of the Milwaukee and characteristic views in China, Japan and the Far East. Its special distinction is its large and comprehensive map of North America, the Pacific, Asia and Australia, showing the principal trade routes. Copies of this folder can be had from any Milwaukee representative or the Passenger Traffic Department, Railway Exchange, Chicago.

### Promotions and Appointments Traffic

ON June 15, C. M. Gosnell was appointed division freight agent, Akron, Ohio, vice C. F. Farmer, promoted.

On July 1, the following appointments were made in the Commercial Development Department.

Wm. W. Baker, assistant to Manager Commercial Development, Baltimore, Md.



David Hum, Jr., industrial survey agent, Baltimore, Md., vice Mr. Baker.

On July 15, R. L. Hamme, industrial agent, St. Louis, Mo., in charge of St. Louis Division west of North Vernon, Ind., exclusive, and including line Beardstown, Ill., to Shawneetown, Ill., both inclusive.

C. L. Hardin, traveling industrial agent, Cincinnati, Ohio, vice Mr. Hamme.

W. E. Hampton, industrial agent,

Pittsburgh, Pa., vice C. M. Gosnell, promoted.

#### Operating

On July 10 R. E. Wilson was appointed instructor fuel economy, Ohio Division.

On July 19 James P. Britton was appointed assistant road foreman of engines, Chillicothe, Midland and Hillsboro Sub-divisions.

Wm. E. Foster was appointed assistant road foreman of engines, Parkersburg and Portsmouth sub-divisions.

## F. B. Huntington, General Auditor, Baltimore and Ohio Chicago Terminal Railroad

By Thomas H. Williams, Magazine Correspondent

**D**URING the past few years the readers of the MAGAZINE have had the pleasure of seeing biographies of a number of our officials, and we now take pleasure in introducing to them our general auditor, F. B. Huntington, located in Chicago.

Mr. Huntington was born in Cleveland, educated in the public schools of Milwaukee, Wis., and first entered railroad service in 1883 as a clerk with the Milwaukee Northern. He filled various clerical positions until 1887 when he was promoted to chief clerk to the auditor. During this period he was not only holding a clerkship, but during his spare time, studied and mastered telegraphy and also acted as dispatcher at intervals.

In 1896 Mr. Huntington became traveling auditor for the Wisconsin Central Railway Co., Marshfield & Southeastern Ry. Co. and Abbottsford & Northeastern Railroad Co., continuing as such until 1901 when he was appointed special representative of the general manager of the

Wisconsin Central. During 1904 Mr. Huntington was elected vice-president and director of the Eastern Wisconsin Railway and Light Co., located at Fond Du Lac, Wis. While holding this position he had complete charge of all financial accounting, purchasing and storekeeping departments.

Meantime Mr. Huntington was preparing himself for further advancements, and was rewarded in 1906 by receiving the appointment of comptroller and director of the Chicago Terminal Transfer Railroad Company at Chicago. He held this position until 1910, and when the Chicago Terminal Transfer was consolidated with the Baltimore and Ohio Railroad, he was appointed auditor, and in 1920, general auditor, which position he is still holding.

Mr. Huntington has long exhibited particular interest in the advancement and education of those working under his supervision and is always ready and willing to discuss their problems with them.

Through his complete knowledge of higher accounting, Mr. Huntington has, for the past several years, held the chairmanship of The Terminal and Switching Lines Accounting Conferences. He has also held executive offices in several clubs in Chicago.

### The Cover Picture

**O**N August 21 G. B. Luckey, official photographer of the Railroad, made the picture which appears on the cover of this issue, No. 1 taking water from the track pan at Swan Creek, Maryland.

One of these pans is built between both eastbound and westbound tracks. Each is 1,200 feet long and holds 7,000 gallons of water. An engine of the type shown in the picture (the 3200) can take about 3,500 gallons in one trip over the pan.

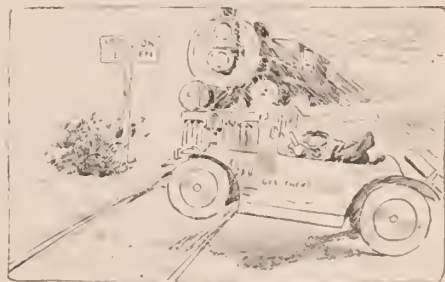
When this picture was taken the train was running about fifty miles an hour, which is the maximum at which the Management wishes engines to be operated when scooping water because at higher speeds so much of the water is wasted. The ideal speed for taking water is between thirty and forty miles an hour.

The scoop which dips into the track pan and takes up the water is a big, strong and heavy contrivance which is operated by air. When scoops were first put on engines they were operated by hand, but the engines could not run at a greater speed than twenty miles an hour because at higher speed than that it was impossible for the fireman to pull up the scoop at the proper time, on account of the force of the water being exerted against it.

As might be supposed, there is considerable longitudinal expansion of this track pan during the course of the year, between our hottest and coldest weather. The pan is laid on ties and the bottom edges of it are spiked down in the same way that a rail is spiked down, which would allow, therefore, for necessary expansion and contraction.

### Thirty-five New Mikados

**O**N July 13 announcement was made by Geo. M. Shriver, senior vice-president, that the Baltimore and Ohio had placed an order with the Baldwin Locomotive Works, Philadelphia, for thirty-five Mikado type freight locomotives. It is understood that these locomotives will be included in the equipment trust already arranged for in connection with the purchase of passenger and other car equipment.



Courtesy of The Cleveland Plain Dealer



F. B. Huntington, General Auditor, Chicago Terminal



# Receiving Clerks and Others at Chicago Doing Yeoman Work in Securing Competitive Business

*There is a fine suggestion here for the force at every large station*

*By John Draper*

Freight Agent, Chicago

OUR receiving clerks are doing excellent work in obtaining tonnage for our road that without their "boosting" would go forward over other lines. When drivers call to deliver freight to us it is their practice to inquire if they have any freight on their wagons routed over other lines and that we could handle. Usually the reply is "Yes" or "I don't know—look at the bills." Our receiving clerks in that way pick up much freight that we can handle. When they suggest that the driver call his firm and ask permission to change the routing, the firm usually (upon being told by the driver that by changing the routing it would save him considerable time by his not having to haul the freight over to the stations of competitive lines over which originally routed) authorizes the change to make routing read via the Baltimore and Ohio.

During the period September 9 to December 18, 1921, we obtained 341,694 pounds of freight in that manner, netting us in revenue approximately \$3,400.00.

Of our entire L. C. L. tonnage of about 12,000 tons forwarded a month, only about 25 per cent. is received at the doors and from trucks and wagons. Thus, in the three months period, our total door receipts amounted to only about 9,000 tons, and of this amount over 170 tons came to us through solicitation on the part of our receiving clerks.

The full importance of this may be better understood when it is shown that the revenue we derived from these odd 170 tons more than paid the full salary for the full three months of the seven or eight receiving clerks, through whose efforts this additional freight was obtained. This clearly demonstrates what a united effort in the right direction can do.

Shortly after the inauguration of the "Think and Act" Drive, when we began reporting the tonnage obtained by our receiving clerks, a copy of the report went to each of the ones through whom the freight was obtained for movement over our lines. In that way there was added interest exercised and aside from the substantial increase in revenue to the Railroad and the satisfaction derived by these employees in knowing

they did all they could in the interest of the Road which employs them, many well satisfied patrons have been gained.

Efforts such as these are highly commendable and speak for the evident good will of the employees. Let us hope that others may follow their example and, no matter in what department engaged, put forth their efforts along their own particular lines in the interest of the Company and thus bring home to themselves that satisfaction we feel when we know we have done a good and faithful day's work.

This spirit is by no means confined to our freight house forces. During this same period a considerable amount of money was saved by our reconsigning clerk at South Chicago, J. Stack, by our reconsigning clerk in this office, Frank Bastl, our chief rate clerk, Geo. Maypole, and by my chief clerk, J. H. Maginn, and by M. Rosenthal at South Chicago. These forces, by inducing consignees to accept our team track delivery on certain cars that were billed for various deliveries on the tracks of other roads in Chicago, saved the switching charges we would have had to pay, had the cars moved to the lines in whose care they were billed for final delivery, and in addition thereto, the intermediate charges we would have had to pay upon these same cars had they been delivered as originally billed. These remarks are true of all mentioned, except Mr. Maypole. His gains were due entirely to having through his ever courteous and affable manner, se-

cured new business to our line, such new business being from Erie, Pa., and Hog Island, Pa.

The amounts thus credited and in this report to each of these employes are as follows:

George Maypole.....	\$1354.32
Frank Bastl.....	515.49
J. H. Maginn.....	270.83
Jno. Stack—S. Chicago.....	340.86
M. Rosenthal—S. Chicago....	26.61

Total.....\$2517.11

These amounts by no means represent all that these forces have saved through their efforts and vigilance. There are numerous other instances involving considerable money that with more time might be included, to the credit of these employes. And for the edification of any who may be skeptical enough to doubt the accuracy of this report, I desire to say that we are prepared, if needs be, to support the report by positive and detailed information such as the car number, initials, waybill reference, etc.

It might be well, perhaps, to mention also the good work done in our freight houses in checkweighing and classification changes during December, 1921. The volume of tonnage was less than usual; yet the gains made in checkweighing and classification changes exceed those of any other month, showing that the forces took advantage of the lull to pick up and increase the gains from these particular operations.

In addition to the business above mentioned I am glad to be able to say that through the efforts of our receiving clerks, the competitive freight listed in table at bottom of this page, was secured for our line from December 20 to 27 alone:

We are proud of all these men out here and hope that the methods they have pursued so successfully may be helpful in suggesting ways of getting business at other stations, all to our mutual advantage.

COMMODITY	WEIGHT	REVENUE	CREDIT
Oil.....	420	\$2.95	T. O'Connor
Brass Nuts.....	235	1.42	T. O'Connor
Hardware.....	55	1.05	T. O'Connor
Iron Nuts.....	170	.57	T. O'Connor
Metallic Caskets.....	475	7.48	O. Hellmar
Shoes.....	250	3.94	J. O'Connor
Shoes.....	630	10.36	J. O'Connor
Piano.....	330	2.90	F. Snyder
Furniture.....	725	6.14	F. Snyder
Macaroni.....	1250	5.94	O. Hellmar
Macaroni.....	750	3.49	O. Hellmar
Underwear.....	820	6.93	F. Snyder
Underwear.....	880	7.74	F. Snyder
Underwear.....	250	2.31	F. Snyder
Sausage.....	300	1.53	O. Hellmar
Iron Screws.....	238	1.11	T. O'Connor
Yarn.....	105	1.63	F. Snyder
Tinware.....	100	.69	T. O'Connor
Total.....		\$68.18	



# "Nailing" a Profitable Passenger in 1874

Colonel Guffey Paid the Price and Made Pittsburgh on Time

By H. L. Armor

Pensioned Operator, St. Petersburg, Pa.

## Helps Our Men Get Good Homes

Garrett, Ind.,  
March 24, 1922.

Mr. W. J. Dudley,  
Supt. Relief Department,  
Baltimore, Md.

Dear Sir:

Per request am enclosing attached receipt and in doing so I wish to extend thanks to the Relief Department for assisting me to become the owner of a nice home and one well worth more than it has cost me.

The Savings Feature of the department has been the means of many Baltimore and Ohio men securing a good home and I trust many more will avail themselves of the opportunity.

Again thanking you, I am,  
Respectfully yours,

(Signed) Clifford H. Martin,  
Engineman, Garrett, Indiana

NOTE: Baltimore and Ohio employes can promptly secure full information about the Relief Department's easy plan of home-owning by writing Division "S," Baltimore and Ohio Bldg., Baltimore, Md.—Ed.

IN our October MAGAZINE there is an article on the subject of how alert station agents should be in securing business for the Road. It takes me back in memory to the early seventies, when there were no telephones or other present day facilities for coming in contact with our patrons quickly, and I have thought that the readers of the MAGAZINE might want to hear of a particular instance of the "grab onto act" occurring in the late fall of the year 1874.

The writer was, of a Sunday afternoon, seated in his office at Foxburg, Pa., on the Allegheny Valley R. R., when a knock came at the door. With a "come in," one Jean Vasey, cab driver from St. Petersburg, desired to know if the three o'clock train for Pittsburgh had passed. I assured him it had gone on time. At this junction of the conversation Col. James M. Guffey appeared, and, on learning that he had missed his train, at once showed keen disappointment, almost akin to anger, as he paced the floor, addressing Mr. Vasey with, "I would not have missed that train for fifty dollars." Quickly as I could utter the words I said, "Pardon me, Mr. Guffey, but I think we can yet get you to Pittsburgh this evening for fifty dollars." He replied, "very well," and with that assurance I hastened to wire, and this conversation with J. B. Stewart, wire chief at Pittsburgh, occurred.

"A belated passenger for train No. 2 for Pittsburgh offers fifty dollars to reach Pittsburgh this evening. I have assured him that we can do this. Can't we hold train No. 2 at East Brady until arrival of Engine No. 12, now lying on siding here with steam up and engine crew on engineering?"

Back came this reply.  
"Good, have crew with engine 12 get ready to come south at once, and will get a strangle hold on train No. 2 at East Brady."

The usual routine of train orders for engine No. 12 and signed by Engineer John Muncy, the collection of the fee of fifty dollars, and escorting Mr. Guffey to a seat on the fireman's box on engine, followed. With a good-bye wave to the writer, Mr. Guffey now wore a smile of relief that at least the first leg of his journey was assuming reality as the engine moved quickly out of sight. When back at the office I found that the incident had taken just six minutes. It is needless to add that train No. 2 arrived at Pittsburgh on schedule time.

Mr. J. M. Guffey is well past his eightieth mile stone, but is still hale and hearty, and Mr. Jean Vasey and the writer are the only ones living that took part in this episode now forty-seven years in the past.

### Delighted with Trip

CLINTON T. SMITH, pressman in our Printing Department, Mount Clare, secured a passenger from Baltimore to Huntington, W. Va., Mrs. Davis Dawson, who had intended to use other roads. Mrs. Dawson wrote Mr. Smith after her trip and told him that it had been a delightful one.

Can't we make it second thought with ourselves, each and everyone of us, when we hear someone talk about going somewhere, to suggest our Railroad as being the Best and Only for the trip?

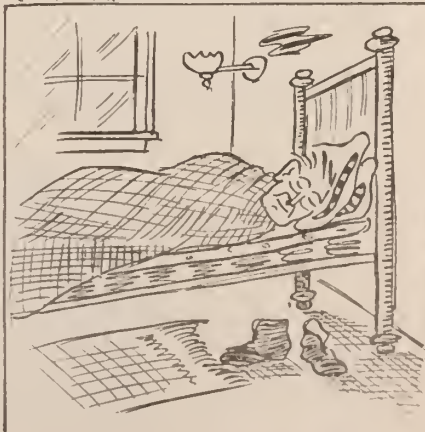
## DID IT EVER HAPPEN TO YOU?



YOU HAVE JUST FINISHED A RUN--AND DECIDE TO LOAF A BIT



YOU ENTER GAME OF POOL AND BECOME TIRED--EXHAUSTED--



AND YOU SETTLE YOURSELF FOR A GRAND "SNOOZE"--



WHEN SUDDENLY YOU ARE AROUSED BY THE "CALL BOY"-----

FOLLOTT & W.



## The Man Who Couldn't Sleep

By Edgar White

MR. MAURICE HAMILTON, wealthy manufacturer of an inland town, climbed aboard the Limited at the river junction, and made his way to the chair car. The night was half gone and he thought he could get what sleep he needed in an easy chair as well as in a sleeper. He had attended important meetings during the day, and had fought down some bitter opposition. Cool and steady as steel while the battle was on, with relaxation came a feeling of irritation. He was angry at the heat, at the tinkering on the car wheels, at the excitable women who came in chattering. His nerves were raw. But he dropped back into his chair, shut his eyes and tried to compose himself. Soon the chattering women subsided, the wheel testers quit tinkering and quiet reigned.

The car window was slightly raised, but the heat was stifling. Why on earth didn't the train start! Everybody was on. What were they waiting for?

While he lay there in the heat the conductor came through, recognized him and good-naturedly inquired if he was going home.

Home! He had had no home since that black day when he had hurt his young wife, Helen, to the quick by insinuating she had married him for his money. She had waited in agony a whole day for him to apologize, but his proud spirit would not yield. Then she returned to her father's home, on a farm some ten miles from Brookdale, where they had lived. Now he stayed at a hotel, a cold, hard man, they said of him, but a perfect business machine. He and Helen were not divorced.

These things intruded along with the heat, and made the night unbearable. But with bulldog tenacity he tried to sleep, and lay as still as he could, his eyes closed.

The train started slowly. It roared over a few street viaducts. A whiff of fresh air came into the window. He grunted with satisfaction. He could sleep now. But in a moment, from far out ahead, came two long weird blasts like a cry, then two short snarls. Signals for road or street crossings at grade. Again and again the long weird warning came, until it seemed there were nothing but crossings ahead. It seemed to the weary travelers that each time the warning blasts were longer, louder and more irritating.

The train was out in the country now, running at full speed. Still the

warning blasts—two long ones that seemed to the nerve-wracked man like the scream of lost souls, and two short spiteful flashes as the bursting of shells.

Of course he knew what these signals were for, but why on earth should they be given at every highway across the state, in the dead of night, when there were no travelers on the public road? At the hundreds of road crossings, from one end of the state to the other, that infernal noise would be kept up until it seemed like one continuous shriek. What nonsense! He wished some official was on the train to see what he had to put up with. Sleep was out of the question. He got to counting the moments between signals, and yet when each one came he started as if struck. With a growl he straightened his chair back and peered out of the window. The dust came swirling against his face, but the cool wind was refreshing.

God! What a day it had been! And how he wished he was at home at Brookdale. He had no home. He looked at his watch. Only an hour gone.

Again that uncanny blast! It was maddening. He turned from the window and held his hands to his ears. But he heard just the same. He didn't believe he could do any-

thing to shut out that sound—that it would abide with him forever. In his excited state of mind he was convinced that this night's experience would have some influence on his destiny.

Maurice Hamilton was late in reaching the office of his factory in the morning. He glanced carelessly at his mail and then called Miss Madeline Merrill, his stenographer. He didn't notice that she was very pale, and that she too looked as if she had lost sleep the night before.

"Take a letter, Miss Merrill," Hamilton directed, "to the superintendent of the Valley railroad—C. J. McIntosh—you know the address:

"Dear Sir:—Coming over from the Junction last night I noticed what occurs to me a very ridiculous rule for your engineers—the giving of long, harsh blasts just before every road crossing. I'm sure the law doesn't require such a lengthy performance. It makes sleep in the night time impossible, and is practically useless, for there is no travel on the highways at night time. If there were, the noise of the train itself would be a sufficient warning. I believe if you would investigate this matter, you would find it for the good of the service to cut out this intolerable nuisance, or at least shorten it considerably.

"Yours truly,  
"Maurice Hamilton."



I heard the two short blasts



"Is that all?" asked the stenographer, as Hamilton ceased dictating.

"There'll be some more when I run through this mail. Lord! There's a batch of it."

"Mr. Hamilton!"

The girl hesitated, and he looked up in surprise.

"Well?"

"If you have time I would like to tell you something—it happened last night."

He saw that she was agitated and somewhat embarrassed.

"All right, Miss Merrill," he nodded, "let's have it."

The girl stood behind a chair, holding nervously to the back of it.

"Last night, about 10 o'clock, I was called by some one who said a friend—a very good young woman friend—was sick," Miss Merrill began. "She lives out of town ways. Father wasn't here, but I can run the car as well as he can, so I set out alone. It was a nice night, and I knew the road. I never thought of any danger. The only thing I thought of was reaching my friend as quickly as possible.

"You know the road by Muscle Fork?"

Hamilton nodded.

"It goes through a sort of cut."

"Yes, and before you get to the cut there's a forest on the east side. The wind was blowing from the west," Miss Merrill narrated significantly. "When you get through the cut you're on the right-of-way of the Valley railroad.

"In ordinary circumstances I suppose I'd have thought of all these things, but last night I only thought of this friend who was sick—I couldn't think of anything else. I was putting my car through at top speed, and was in the middle of Muscle Fork cut when I heard two sharp whistles—'toot' . . . 'toot!' . . . just like that. Until that moment I hadn't thought of a train being within a hundred miles. You see, it was coming from the east and the wind was blowing against it."

"I see," returned Hamilton, who was now as much agitated as she was.

"Of course I shut off my engine, and applied the brake. It was just in the nick of time, too. The curious part of it was that I hadn't heard or noticed the two long whistles before the short ones, but they must have been given."

Nothing was said for a few moments, and then Hamilton, with manifest uneasiness—

"Who was your sick friend, Miss Merrill?"

The girl looked at him swiftly, and noted his agitation.

"Helen, but she's some better this morning."

"Ah."

"She called your name several times."

"She did?"

"Yes, sir, and—"

Hamilton hurried to the rack and hastily putting on his hat and coat started for the door.

"You are going out?"

"Yes—yes, and I'll be there all day—if she'll let me."

"She will, sir—I'm sure," returned Miss Merrill earnestly. "But about this letter to the superintendent—"

"Oh, yes," returned Hamilton. "Tear it up!"

### Removing Knuckle Pins Endangers Pal's Welfare

**T**HE first impulse many of us have when we want a knuckle pin for a train we are making up, is to go to another car and take it. Then perhaps, our best friend, a pal, in fact, will have occasion to couple this car. It usually happens that the knuckle falls and another employe is severely injured.

It is anything but a pleasant sensation to have a heavy knuckle fall

upon one's foot. A brakeman on the Baltimore Terminal Division recently spent six weeks in solitude and pain because a fellow brakeman had removed a knuckle pin to save a minute or so of time and forgot to report the matter to car inspectors.

It is so easy to prevent this kind of accident, and, perhaps, save from injury a pal. He would do the same for you. If it is absolutely necessary to remove the pin, place the knuckle securely on the sill of the car and the brakeman who has to handle that car will see it there and use care not to allow it to fall upon him. It is even better to report the matter to a car inspector and let him make repairs before another employe comes along and gets in the way of danger.

Let's make this resolution: "I'll never take a knuckle pin from a car without making sure that no one will be injured."

At ninety miles  
Drove Edward Shawn,  
The motor stopped,  
But Ed went on.

—Little Falls, N. Y. Times

This monument's  
For Jackson Druck:  
His Lizzie was lighter  
Than the truck.

—Scrantonian

### Crossing Watchman Shipley of K. & I. T. R. R. "Talks Turkey" on Crossing Accidents

Some time ago President Markham of the Illinois Central issued a circular on the question of accidents at grade crossings. It was published in the Louisville (Ky.) Herald, where it came to the attention of Charles Shipley, watchman at the Catalpa and Magnolia crossing, Kentucky & Indiana Terminal R. R., who wrote Mr. Markham as follows:

"I saw your article in the Louisville Herald of recent date, re'grade crossings.

"Railroad crossings are not dangerous. As a river flows down the bed of the stream, so the train runs on the rail bed. It's the public that is dangerous, mostly with the idea that they can beat it—can cross the track ahead of the train. Mostly they do. When they don't, then the avoidable accident. Flagmen may sometimes be negligent, and signal bells are at times out of commission. But trains have a certain time to make their destination, they have numerous crossings to go over and must keep moving to do so, whereas the public may have only one crossing. It's not the fault of the train if some one gets in front of it. The only prevention of accidents is to stop, look and listen. So easy.

"The press should do the right thing with the right kind of publicity, by showing the public that these accidents are caused by their own carelessness and stupidity, and by letting them see that they run in front of the train, not that the train runs them down. They say that a man hangs himself with a rope, not that the rope hangs the man. It's the public's risk, and if they will just think, accidents will not occur."

To this Mr. Markham replied:

"My dear Mr. Shipley:

"I am indebted to you for one of the best letters I have received in reply to my public discussion of the grade crossing problem. I am taking the liberty of sending a copy of this letter to the president of your company. I think he will appreciate it."





## The Light That Does Not Fail

*One of a Series by Life Extension Institute Containing the Latest and the Most Scientific Information on Healthful Living and the Prevention of Disease*

**S**PEEDING towards the earth at the stupendous rate of 186,000 miles a second, the Sunshine Express makes the distance from the great central power house of the solar system to the earth in about 8 minutes. This Sunshine Express brings rays without which we could not live. If there should be a strike on that road, the living world would quickly disappear.

Sunlight is truly the dominant factor in human affairs. The coal that we are becoming apprehensive about as to next winter's supply has been well described as imprisoned sunlight. Nature, prodigal in many ways, creating millions of organisms that thousands may live, is in other ways very thrifty. These beds of coal which she laid down millions of years ago are merely carbonized vegetation which originally grew through the action of sunlight on its green coloring matter. The glittering diamond that adorns Milady's neck is simply another form of carbon, and the flush of her cheeks (in the rare instances when it is natural) is due to sunlight.

Sunshine has always held a high reputation in health circles, but lately more definite reasons for this faith in sunlight has been found through the study of its action in the prevention and cure of rickets, a disease characterized by faulty bone formation in the growing child. Inspired by these thoughts we may say that:

The light that makes our precious stones  
Builds up our precious babies' bones;  
It paints the human lily's face  
And puts red blood into the race.

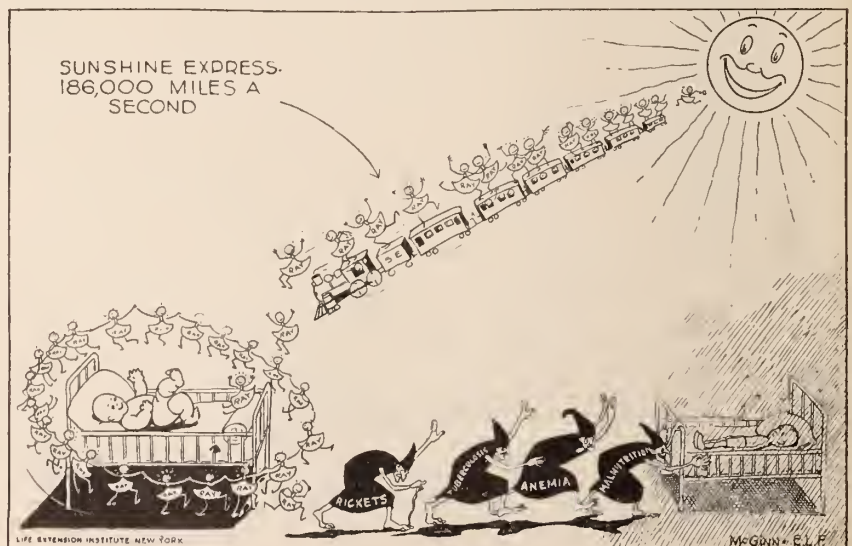
Until quite recently rickets was a medical mystery. Medical authorities differed as to its probable cause:

some inclined to the belief that it was due to faulty hygiene, to poor ventilation, lack of exercise and sunshine, and overcrowding; others inclined to the belief that it was solely due to a dietetic deficiency, lack of mineral or vitamin constituent in the food. Recent evidence would indicate that these combined factors may be at work causing this disease. A number of investigators have found that cod liver oil would prevent and cure rickets, and this gave color to the belief that disease was caused solely by a specific food deficiency. This belief was further strengthened by Professor McCollum's researches, showing a fourth vitamin apparently present in cod liver oil which has the power to prevent and cure rickets.

On the other hand, Drs. Hess, Unger, Pappenheimer, Powers and Park, also conscious of the value of cod liver oil in this way, have made a careful study of the influence of sunlight in the prevention and cure of rickets,

and have pretty conclusively shown that adequate exposure to sunlight supplies an influence that makes good a deficiency of anti-rachitic vitamin. Dr. Hess in his Cutter Lecture at the Harvard Medical School, February 15, 1922, discussing this interesting question, called attention to the fact that in the course of a study of the value of cod liver oil in a negro district in New York City it was found that the majority of breast fed infants and almost all the bottle fed infants showed clinical signs of rickets. He suggests that the pigmentation of the skin is an important factor in these cases, and that the widespread prevalence of rickets among negroes, and its greater frequency among the southern Italian, the Syrian and other southern races that are dark-skinned, is due to the fact that they are more susceptible to the deficiency of sunlight. It cannot be denied that dwellers in these districts where rickets prevails suffer from lack of sunlight, whatever may be their dietetic deficiency. It is a significant fact that all the children in these districts, who are on a similar diet, do not develop rickets; and it seems entirely reasonable to conclude that the supply of sunlight and the degree of pigmentation of the skin are important factors in developing this condition. In combatting these conditions, therefore, it is wise to see that the babies have as much sunlight as possible in addition to supplying proper diet. Among the negro population it would be wise to give cod liver oil as a specific preventive.

If sunlight can exert such a powerful influence over the growth of bone and can prevent or cure such a serious condition as rickets, we are justified in emphasizing its importance in the possible prevention and cure of other chronic conditions, such as





tuberculosis, faulty nutrition, chronic joint changes, and neuritis. It is reasonable to conclude that a sun-bath can materially contribute to the well-being of average people who do not suffer from any particular complaint. The sun-bath, like the air-bath which we have often advocated, should be more generally employed as a hygienic measure.

A striking feature of the experiments on the efficacy of light in rickets is the fact that the whole body is benefited by the exposure of only a portion of it to sunlight. In taking sun-baths, as in taking air-baths, common sense must be exercised. It is well to protect the eyes and the head. Shade the eyes from the glare of the sun and its reflection from the sand or the surface of the water. It is also well not to expose the head to the direct rays of the sun during the

extreme hot weather. The monkey, adapted to the heat of the tropics, will perish very quickly if exposed continuously to the direct rays of the tropic sun. Bearing these cautions in mind, the daily exposure of as much as possible of the surface of the body to the direct rays of the sun, for as long a period as convenient, not of course to the point of blistering or extreme sunburn, is a health-giving measure that should be more widely employed. The first exposures may be brief—for a few minutes—and then increased to half an hour.

As in the case of all hygienic measures, however, this should not be regarded as a "cure-all," and it should not deter any person who is ill from having a critical search made for such important original causes of disease as infection, poison or food deficiency.

give him a fair chance to make something of himself in life, since he will attack his school work with renewed vigor and ambition.

It will materially lower the per capita cost of education as all teachers know that much time is wasted in repeating and drilling for the sake of the defective child, the whole class being thus retarded.

It will greatly increase the efficiency of the child himself and thus make him of more value to himself and to his community.

Don't neglect your plain duty to your children. Let the child's necessity be the guide. Give it every chance to become a happy, prosperous citizen, even though it is necessary for him to wear glasses.

*Eye Sight Conservation Council of America.*



*To join the vast army of misfits*

## Parents—Don't Permit Your Children to be Handicapped by Poor Eyes!

*Here is a Typical Schoolroom Scene*

"TOM, you may read next." Tom, an overgrown boy two or three years older than the other children in his grade, rose awkwardly to his feet. The teacher turned to her visitor with a shrug which expressed her utter despair of Tom and his ability to read. She said in a whisper, "I think he's just plain dumb."



*An overgrown boy rose awkwardly to his feet*

Tom has been in this grade now for two years and he can't read a bit better now than when he came in. Listen to him." Tom was bent away over his book, peering at the print, studying out the words one by one. The teacher interrupted his hesitations with a sharp, "That will do, sit down!"

Then she turned to her visitor with resignation in her entire bearing, "What would you do with a hopeless boy like that?"

"Have his eyes examined," the answer came.

"Why, I never thought of that!" gasped the teacher. And then with the thought came various recollections of Tom as he sat in his seat crushed down over his book, and of her sharp admonitions to sit up straight; of his utter failure to copy problems written on the board, of his inability to learn, which came not

from the lack of trying but from what she had termed "dumbness."

The teacher visited Tom's mother and father. After considerable persuasion they at last consented to take the boy to a specialist. He was found to be suffering from astigmatism and near-sightedness which caused the words on the printed page to double and dance before his eyes. A pair of glasses corrected the difficulty and Tom returned to school now able to see as well as any other boy.

Careful examination of the eyes of children in our public schools today reveals the fact that many of them are suffering from defective or undeveloped eyes or from eye strain. Thousands of children drop out of school annually because defective vision will not permit them to keep pace with their fellows, and these thousands go out to join the vast army of "misfits." They find it hard to concentrate their attention, their heads tire quickly when they try to think, they are nervous and irritable. All this impairs their efficiency, sending their earning power far below what it ought to be.

The correction of defective vision in such children will benefit all concerned. It will put many a child on his feet, relieve him on the road to success. It will

## Always a Good Word for the Savings Feature

NEWARK, OHIO

September 18, 1921

MR. W. J. DUDLEY  
Supt., Relief Department

Dear Sir:—Fire insurance policies, abstract of title, and several tax receipts received. While I am glad to have the loan paid out and be out of debt, I can only have the highest regard for the Building and Loan plan of the Baltimore and Ohio Railroad, as there is none better for an employe of the Company. Any time that I can say a good word for it I will be very glad to do so. If at any time I can see my way clear to buy another property I will be glad to make application for another loan. Thanking you, I am, yours very truly,  
(Signed) JOHN R. MEANOR, Conductor

## An Easy Method to Secure a Home

McMechen, W. Va.,

Mr. W. J. Dudley June 9, 1922  
Supt., Relief Department  
Baltimore, Md.

Dear Sir:

I received papers in connection with my loan in a prompt and efficient manner. I am at a loss to know why there aren't more employes that take advantage of this feature in securing a home, as it is a very easy method and convenient to all.

Very respectfully,

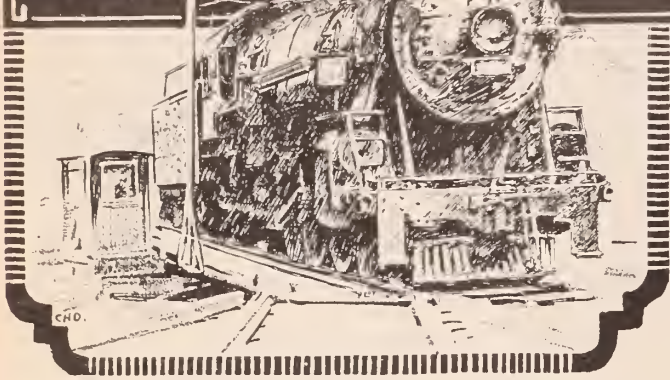
(Signed) W. H. Peel,  
Engineman, Benwood, W. Va



*The teacher visited Tom's Mother*



# The Editor's Turn Table



## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*  
 MARGARET TALBOTT STEVENS, *Associate Editor*  
 CHARLES H. DICKSON, *Art Editor*  
 Office, Mt. Royal Station, Baltimore, Md.  
 HERBERT D. STITT, *Staff Artist*  
 GEORGE B. LUCKEY, *Staff Photographer*

### Shavings

An attractive price on an attractive cedar chest in a store window in Baltimore was recently persuasive enough to cause the transfer of some cash from my pocket to that of the store owner, and of the cedar chest from his store to my home. The major fraction of our partnership in the home was good enough to say that the chest was nice but the surprise much nicer.

It is inside the chest itself, however, that my story begins, for when I opened it I discovered a paper bag which was full of fragrant cedar shavings. On the bag was a printed statement that the manufacturer was glad to give the shavings as an evidence of his good will and that they would be found useful in providing additional protection against moths if sprinkled among the clothes.

I do not know anything which illustrates better how business organizations can earn the good will of their customers. The shavings cost the manufacturer not more than a copper or two at the most but what a multiplied impression of great good will they make on the buyer!

The duties attaching to the positions which most of us hold are pretty well defined. We are told the hours for starting and stopping work and the time allowed for lunch. We are advised that this is our pile of work or that this is the amount of progress we are expected to make in a day, etc. What we do beyond these specified and expected duties is the amount of good will which we are showing toward our employer and those whom he serves.

There may be a few positions on the Railroad where too much is expected of the worker. My observation has been that there are few of these, however, and that there is ample opportunity for most of us to do more than we are expected to do and that without transgressing on our own time or privileges. The reason that some of us do not do this extra bit is because we haven't yet come to realize the abiding truth that it helps us as well as those we work for and those whom we serve.

The train service man affords the best illustration because there is the widest latitude in his job for the exercise of that very tangible but unpurchaseable thing

called "good will." The conductor can work his train like an automaton—efficiently, courteously and well. But the superior conductor can add that bit of humanity to his job, which makes him a friend of every person on the train instead of just a uniformed representative of the Company. We have many such conductors and every passenger who comes in contact with them has felt that persuasive and pleasing influence of friendliness which the Baltimore and Ohio is trying to hold out to all of its passengers and shippers.

The manufacturer who first saw in the pile of valueless cedar shavings in his factory, paper packages containing an unlimited amount of good will—fragrant, penetrating, useful and lasting—was a genius and deserves all the good will which his idea will bring him. And it is worth while remembering that there is the opportunity for each one of us to pack into every bit of work we do a fragrant and friendly evidence of our good will, the recollection of which will last as long as does the fragrance of the cedar shavings.

### Baltimore and Ohio Courtesy

Baltimore, Md.

August 8, 1922

To the Editor:

Last Sunday morning as the Frederick Accommodation was gliding along, a colored woman was observed running towards Monumental. She was about half way between Landsdowne and Monumental stations. Our mental comment was "No use to run, you will never get this train." But we were mistaken, for while we passed her and reached the station some minutes ahead of her the conductor, having observed her, courteously waited.

Three results were plainly evident: the passengers were amused; the woman was tickled to death; and the Company enriched by a 90 cent fare and something more.

Passenger Observer

### Holding the Pace

Several months ago our electrical engineer, J. H. Davis, reminded us that the decoration which appeared at the top of the editorial page was hardly in keeping with the Baltimore and Ohio's reputation of being strictly up to date; that the Editor's Turntable was operated by hand and, as such, was entirely obsolete. We trust that the new decoration will have the unqualified approval of the modernists!

### A Treat

Every once in a while the writer is delighted to find a contribution on his desk, submitted by an employe and 'way above the ordinary in interest. One man in particular has had something worth while to say so often that it seemed a pity to hide his contributions in the departmental notes that he sent in monthly. Hence the frequency of the featured little articles credited to John Newman, terminal timekeeper at Pier 22, New York. And now, after overriding his strenuous objections, we are pleased to announce that every now and then we will publish a whole page of his characteristic comment, the initial installment awaiting you on the next page.

It is a poor paper or magazine nowadays that hasn't at least one "collyumnist," and we will back ours against the field!



# Homilies of the Hudson

## The Vanishing Point

It is related that when the railroad from St. Petersburg (now Petrograd) to Moscow, a distance of some five hundred miles, was contemplated, some divergences of opinion among the czar's engineers as to the most desirable route caused the czar, Nicholas II, to settle the matter by taking a ruler and connecting the two terminal points with a straight pencil line. "There," he decreed, "is your route." And though the cost in overcoming obstacles that could have been avoided by making circuits was enormous, the road was constructed as decreed.

And the story goes on to say that when the road was completed the czar in person visited the grand terminal depot in St. Petersburg and, viewing the straight line of track, called the chief engineer's attention to the rails' not being parallel; "they were closing in and the track was getting narrower in the distance." Being told that it was due to perspective he objected to the perspective and decreed that it be removed forthwith. Further the story sayeth not.

The anecdote was recalled by one of the views in the MAGAZINE, showing a stretch of straight track with the rails converging to a point at the horizon. This point in a picture is called the "vanishing point." Looking at the MAGAZINE picture we imagined a man walking towards that point as his objective, yet never nearing it; finding at the end of each day, as at its beginning, the point still at the horizon. Yet each morning, with fresh hope and vigor he resumed his walk, until finally the fast express, bound for beyond, picked him up on the cowcatcher and carried him to his destination, the "vanishing point."

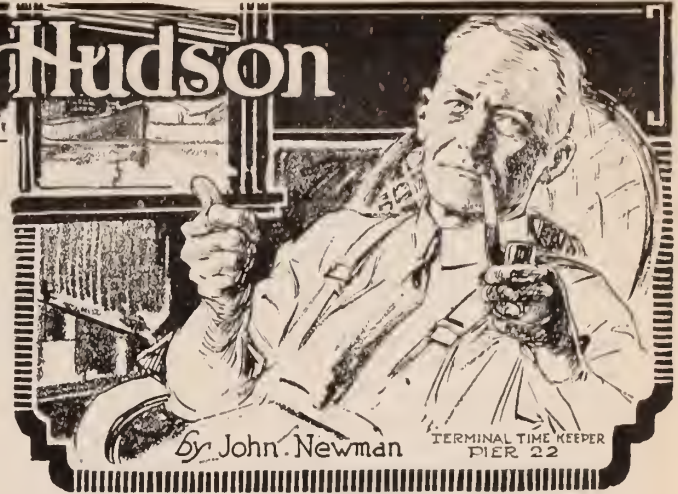
The force that urged the track-walker onward was AMBITION, the faculty that spurs a man to exert himself to gain that which he has set himself to gain. And, like the vanishing point, ambition remains beckoning in the distance. No matter how far a man has traveled on the road to success, he, like Alexander, cries for more. And this urge, ambition, though often misdirected and misapplied, is what keeps the wheels of the world greased and the world traveling toward some objective whereof we know nothing.....

P. S. When a man's ambition dies, the man himself becomes dead from his feet up, though he may breathe for a long time after that.

## The Price

What profits it a man to know Greek and Latin or to be versed in the realms of the abstruse if he does not, when necessity arises, know how to attach a button to his pantaloons? What is metaphysics good for anyway? Mental gymnastics to exercise and build up the mind. Maybe so, but like laboratory experiments in alchemy, or in search for the "elixir of life" and the "perpetuum mobile," metaphysics will result in nothing, take you nowhere and leave you aghast at your own audacity. The other "experiments" mentioned may not be entirely in vain as they may produce unlooked for results based on natural laws. Thinking of the unthinkable is vain and wasteful.

Whittier voices a desire to "search for the Truth, trying with uncertain key door by door of mystery" in order to learn "what the hieroglyphics mean of the unseen in



the seen, what it is that hides beneath birth and bloom and life and death." Somewhere among the heavens they have in a sacrosanct nook of a sacred temple, a curtained booth within which the inquirer that "wants to know," may have the troublesome questions presented by the poet quoted above, answered. The price for the information is—death; payment in advance.

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A Scotch blacksmith's definition of metaphysics was:—"When the party wha listens disna ken what the party wha speaks means, and when the party wha speaks disna ken what he means himself, that is metaphysics."

## Eight Left

Cats!—Once, not long ago, one of our clerks opening a desk drawer on a Monday morning, found the drawer full of cats; one big cat and a shovelful of little fellers. And a week or two ago Mike Mueller opened his safe on Monday morning, and saw the office cat emerge therefrom, wobbling like a drunkard, full of carbon monoxide and one ninth part dead. It left one of its nine lives and aliquid plus (pidgin Latin) in the safe. The administration of some first aid measures rendered it soon fit to resume its uselessness, with eight lives ahead of it.

## Two Triolets

1.

This kiss upon your fan I press  
 Ah! St. Nitouche, you don't refuse it,  
 And may it from its soft recess,  
 —This kiss upon your fan I press —  
 Be blown to you, a shy caress  
 By this white down, whene'er you use it.  
 This kiss upon your fan I press,  
 Ah! St. Nitouche, you don't refuse it.

—Harrison Robertson.

2.

I did not want to kiss the fan,  
 I only essayed to adjust it  
 While it at eighty cycles ran.  
 I did not want to kiss the fan  
 But turn its wind to fan my tan;  
 It bit my finger—and I 'cusst' it.  
 I did not want to kiss the fan  
 I only essayed to adjust it.



# Pressing Problems in Railway Accounting

By John J. Ekin, Comptroller

*Note: Mr. Ekin was president of the Railway Accounting Officers Association for the year which ended with their 34th Annual Meeting in Cleveland, Ohio, June 6-9, 1922. His address presented a clear and comprehensive picture of the situation which obtains in the Railway Accounting field today—the multiplication of work which it has been called upon to handle since the period of Federal Control began, the new conditions created by the Transportation Act, the defects in accounting methods, the plan for remedying them, etc. The presentation is frank, informative and interesting, and will prove enjoyable to our readers and to those in the Accounting Department in particular.*

After reviewing the work of the association for the past year, and thanking the committees and officers who had given him such loyal support, Mr. Ekin said:

**T**HERE never has been a period in the history of the railroads to compare with the last five years. The period of Federal Control and the subsequent period of readjustment have borne heavily on the Accounting Officer, and the end is not yet.

The Transportation Act, under which we are trying to work out our salvation, was passed February 28, 1920, and, in the masterly addresses delivered in 1920 and 1921, the many difficult problems growing out of the provisions of the Transportation Act were mentioned. Some of these problems are still with us and some new ones have been added.

The sharp decline in railroad traffic which commenced in the closing months of 1920, continued throughout 1921, and only recently have there been indications of a revival. This, and the fact that the Accounting Department had to carry on the work of stating the Federal, Guaranty Period and Corporate Accounts, as well as the new statistics required in enforcing the Act and furnishing the data for the special investigations and rate hearings, has made the life of the accounting officers anything but easy and pleasant.

The large increase in clerical forces and the expense thereof have been the subject of a great deal of discussion and criticism, and there has been apparently a tendency to attribute it all to accounting and statistical requirements, which is misleading for the reason that a large proportion of the forces now classified as clerical in the reports to the Interstate Commerce Commission, are not engaged in accounting and statistical work. This applies to forces in the general offices as well as on the line of road.

The Great War and Federal Control of railroads brought about many changes in accounting methods and practices. In 1917 the railroads had one set of accounts and books. Most of them now have three; Federal Control, Guaranty Period and Corporate, and this condition adds vastly to the expense of accounting by requiring separations between different interests, for both receipts and disbursements.

The accounts for the Federal Control and Guaranty Period are naturally subject to inspection and check, and the carriers, through their accounting departments, have

been required to prepare many detailed statements, which consume the time and attention of the most competent employees.

Since March 1, 1920, there have been almost constant Rate Hearings, both State and Interstate; there have been numerous investigations, for example: Hearings before the Committee on Interstate Commerce, United States Senate, and the Agricultural Inquiry; there have been continual Wage Hearings and the negotiations with employes; all of which have required the preparation of a large amount of detail data at a great expense on the part of the accounting and statistical forces.

Among the causes contributing to the cost of accounting today are changes in rates, complicated divisions, adjustments in wages of employes, and settlement of accounts with the Government covering Federal Control and Guaranty Periods. The stabilization of transportation rates and employes' wages, the use of simple divisions for apportioning revenues, and the settlement of Federal and Guaranty accounts will result in

a marked reduction in the cost of accounting.

I am optimistic, believing that a better day is dawning and that a better understanding of the railroad problem is being reached. In fact I am more hopeful of the railroad situation today than at any time in the past ten years.

It was President Roosevelt, in his address to Congress, December, 1901, over 20 years ago, who said: "It must not be forgotten that our railways are the arteries through which the commercial life blood of our nation flows. Nothing could be more foolish than the enactment of legislation which would unnecessarily interfere with the development and operation of the commercial agencies."

## Simplification of Accounts Needed

The Transportation Act, with the new elements it brings into play (for example, the Labor Board, the rate making provisions, the fixing of a rate of return on investment and the duty it places upon the Commission of seeing that the railroads are operated in an efficient and economical manner) has made it even more necessary than before that the factors entering into the cost of transportation be stated in a simple and direct manner.

Railroad transportation is the industry engaged in producing train miles and selling transportation, the product of these train miles, represented by passenger miles and ton miles. Talk as we may, the energies of a railroad are all centralized-concentrated on producing this result.

First, we must have the railroad and its equipment—this is where capital contributes its share; then we must have man power, separated into two groups, management and the rank and file—labor's con-

## Conductor J. A. Zepp Handles Trying Situation Admirably

By John J. Sell, Car Distributor, Cumberland

The writer would like to congratulate Conductor J. A. Zepp, in charge of Train 16, Cumberland to Baltimore, for the efficient manner in which he handled a very trying situation on Saturday evening, August 12. Some rowdies (an element which we as a Public Servant are sometimes compelled to carry) were very much in evidence on this train and when five of them crowded around an elderly lady and were making the ladies' coach everything that even a smoker should not be, Conductor Zepp informed them that unless such conduct immediately ceased the train would be stopped and the trouble makers ejected.

Not stopping at this, the Conductor secured another seat nearer the middle of the car and escorted the lady, meanwhile requesting the porter to transfer her luggage so that she would be perfectly at ease.

The writer interviewed the passenger in order to assure her that scenes of this nature are rare occasions on a Baltimore and Ohio Train. She answered "That must be true, as I have never seen a conductor anywhere more considerate." I further learned the lady had traveled quite a distance and was almost an absolute stranger to our Road. It is quite possible that had it not been for the appropriate action of Conductor Zepp, the Baltimore and Ohio would have been severely criticised by this passenger instead of her now feeling that our conductors are equal to any situation and constantly alert to the best interests of passengers.



tribution; and lastly, the materials and fuel, the joint contribution of capital and labor necessary for the maintenance and the operation of trains.

The cost—the expense of operating these trains—has its origin in very simple and direct objects. The time card for labor, which forms the basis of the payroll, or three-fifths of the total cost of operation, and the material order and fuel ticket for supplies and fuel consumed, which form practically all of the remaining two fifths of the expenses. So much for the outgo or expenses.

Now we turn to the income or receipts, and we find that they are based on equally simple and direct documents, the ticket and the freight bill.

### No Mystery in Railroad Accounting

There is no mystery in railroad accounting. It is simply auditing into the treasury the receipts from the sale of transportation through the medium of tickets and freight bills; and auditing out of the treasury, through the medium of time cards, material orders and service bills, the cost of producing this transportation as represented by labor, fuel and material and supplies.

The trouble and complications we have are largely of our own origin, for instance, expensive methods of timekeeping and distribution, antiquated methods for handling material accounts, and a too refined and extended classification for stating these simple elements of cost.

Again, on the income or revenue side we lack definite classification of commodities. We haven't clear and concise tariffs. We haven't in many instances simple and agreed-upon divisions for apportioning revenues, as a result of which many of the carriers have long standing items of adjustment in their interline accounts, and claim channels are choked with overcharge and other claims.

### Division of Revenue a Problem

It should be a simple operation to issue a bill of lading and way bill, move the shipment (carload or less carload) from point of origin to destination, and issue a freight bill for the transportation charges. I am sorry to say that the opposite is often the fact, and the journeys of many of these way bills might be compared with the wanderings of the Ancient Ulysses.

I am indebted to my friend Evans for a report of canvass made by the Local Freight Agents' Association of Chicago, during a recent month. The result is startling.

The total number of shipments delivered to connecting lines on local transfers, included in junction settlements during the month of February, 1922 was 202,120, and, mark you—the number of transfers cut down by connecting lines on account of disputed divisions was 36,644 or 18%. Almost one out of every five bills was a subject of dispute for divisions alone.

You who are familiar with the cost of handling corrections and claims appreciate what this means in increased clerks and expense at stations and in claim and accounting offices.

The subject of divisions has been presented to traffic officers and the executives, and I am glad to say that progress is being made in improving conditions. But a great work is still to be done—both as to rates and divisions.

The point I wish to bring out—to emphasize—is that it is not the higher accounting on which we need to lay stress, but we should look to our primary accounting, the detail work, and bend our efforts towards having it performed in a simple, direct and positive manner. It is the duty of this Association to see that this is done. It must be done in order that we, as accounting officers, in charge of one of the single largest groups of railroad employes, may do our part in having the railroads operated

in an efficient and economical manner. There is a crying need today in many instances for proper instruction of the forces now engaged in the detail work.

We must not forget that accounting regulations and requirements enter into the minutest details of railroad operations; into the timekeeper's work, the material clerk's work, the agent's work—both ticket and freight. There must be the closest co-operation between the traffic, operating and accounting officers, if the desired results in operating these vast properties are to be obtained.

When I speak of cooperation, it is the real thing I have in mind, as in a battle when every one has to stand shoulder to shoulder. So now it has become absolutely necessary in railroading to do likewise where the margin of safety so far as income is concerned has been reduced in many instances to the vanishing point.

The operating people are the "doers" of the work of transportation and we should join with them, be at their right hand in assisting them in every way possible.

The same should be true of our relations with the traffic department. Our real work is stating the results clearly and accurately, holding up the mirror so that those responsible may see a clear and true reflection of what has been accomplished.

And with this knowledge we should keep in the closest and friendliest touch with the traffic and operating officers, pointing out things that should be corrected and where improvements can be made.

This is the great work of the accounting officer, his great opportunity, the embracing of which has rendered his position so important and added so much to his prestige—the simple telling of the truth, not in a critical but in a helpful manner.

An eminent authority has said: "Railroad Management must have as its aid a system of accounts which becomes the eyes, the ears, the memory, and to a large extent, the analysis and the reasoning, of a successful administration."

As Professor Adams so aptly stated: "The accountant stands at the center of an organized industry; every transaction passes through his hands; every problem must receive the imprint of his mind, for it is he who supplies, in concrete form, the information upon which reliance must be placed for deciding administrative policies. No other single officer of a great industry is required by virtue of his official position to know as much of all operations in all departments as the accounting officer. This is the explanation of a very significant fact disclosed by the recent history of great industries: namely, that of the development of the bookkeeper into an executive officer. The modern railway accountant is no longer a clerk whose duty it is to keep records according to instructions received from others. On the contrary he has become a critic, responsible for detecting unnecessary wastes in operation, and for

## Dividends from a Three Cent Bone

By George Dobbin

Office of General Freight Claim Agent

In the corner of a wonderful garden there was a cozy resting place with an old and seasoned honeysuckle vine reaching its tendrils up and over it. From a tiny sprig planted months ago, there grew and bloomed a beautiful rose, attracting admiration and favorable comment. But slowly the honeysuckle roots sapped the strength of the rose bush and the foliage laden vines hid it from the sunshine. Season after season the beauty of the blossoms lessened until it became necessary to transplant it or let it wither and die.

This compares well with the enthusiasm which daily inspires special effort in someone, and the lack of encouragement which gradually reduces the desire to do more than is necessary, until we develop a so-called "groach." This mental attitude becomes habitual and contagious. The result is a sort of Jekyll and Hyde personality which forbids even the smile of common courtesy to a fellow-employee and sometimes forgets to change into a natural and companionable being after reaching home. An attitude of interest and encouragement toward each other will help the average human being do three dollars worth of work for one dollar paid as salary, for the same reason that makes us love a dog because he gives thirty dollars worth of appreciation for a three cent bone.



testing the efficiency of current administration. He is responsible, also, for exposing incompetence, whether of departments or of policies, and for pointing out those tendencies in the business world, the recognition of which is essential to the successful administration of a property. It is no accident, therefore, that the railway accountant of today is classed among the higher executive officials in the organization of American railways."

#### Refinements of Transportation are Expensive

The first thing we must realize is that there has been a radical change in social and economic conditions in this country and throughout the world. We have seen the development of telegraphy, the telephone, electricity for light and power, the automobile, good roads, refrigeration in transit, Pullman cars, and the numerous other inventions and devices which have contributed in making our social and economic life more complex.

This has had a tremendous influence on railroad operation and costs. There has been an increase in the volume of traffic as measured by passengers one mile and tons one mile, but the real increase is in the

expense measured by the expenditures to meet the demand for more ease and comfort, better dining cars and other features in passenger service, the highly specialized service in handling perishable freight, and the great increase per capita in small shipments of merchandise, all of which has added so much to the station, operating and accounting costs of the railroads.

The increased demand for transportation in a refined, instead of what may be termed a raw state, has been one of the principal factors in producing the increase in overhead expense, made up largely in wages paid clerical forces.

It should be remembered that it requires the same outlay, probably more, to bill, collect and account for a shipment of 50 pounds merchandise, as it does to bill, collect and account for 50 tons of coal handled as a carload.

It is for this reason that I urge that we get back to first principles, start at the beginning in this transportation game and see how we can best account for these millions of transactions which produce our revenues, and the equally numerous transactions which constitute our expenses.

The real problem, from an accounting standpoint, is not one of handling the income account, the profit and loss account, and the balance sheet, but a simple, uniform, direct and efficient method of verifying and stating the millions of items that compose the receipts from, and the cost of, transportation.

#### Uniformity and Economy in Accounting

As an aid to uniformity and in producing economy I would suggest—

1. A plan of arbitration be put into effect for settling disputes relating to divisions of joint rates, a plan similar to that now in effect for settling disputes between carriers relating to apportionment of loss and damage and overcharge claims.

2. The carriers should develop and put into effect standard methods for accounting for passenger and freight receipts, both local and interline. This should embrace practice in making and handling way bills, station forms and methods, reporting by agents, and settlements as between carriers.

3. Carriers should develop and put into effect standard methods of timekeeping, material accounting and stating of disbursements.

## Can You Find Our Operating Vice President, Mr. Galloway, in This Picture?

*He Celebrated His Thirty Ninth Anniversary with the Company on August 23*



This picture reminds us of some of those now running in our daily papers entitled, "Do You Remember Way Back When——?" There are many of our Baltimore and Ohio folks who will remember "Way Back When" this jolly group of eighteen-ninety-fivers took a trip to Natura Bridge, Virginia, and who will be able to identify nearly all of the employes represented here.

The photograph itself was loaned to the Magazine by C. J. Gillespie, clerk to general foreman, Camden Station, Baltimore.

Read: g left to right we find:

Front row: E. W. Day, then secretary to the superintendent of telegraph, now the assistant superintendent in that department; R. L. Showacre, then a clerk, now manager of Mt. Clare Stockyards; Carson Smith, then of the Dining Car Department, Baltimore, now in the same department, Pittsburgh; "Bun" Oneon, then clerk, Dining Car Department; Walter Galloway (brother of our operating vice president), then messenger boy; Mr. Baker, then timekeeper, now in the Post Office at Baltimore; next man not known.

Second row: William Post, then claim agent; Robert White, then chief clerk to the superintendent; Frank Gallagher, clerk, Transportation Department; Oswald Baynes, then claim agent; W. T. Moore, then chief clerk to agent, Locust Point, now assistant to general freight traffic manager; Mr. Clark, clerk, Auditor's Office; J. B. Duval, then of Car Record Office; next man not known; Ed. Ke'ley, then train dispatcher; Ernest E. Brewer, then superintendent Dining Car Department, now agent at Curtis Bay; George Howath, then chief clerk to the auditor of disbursements, now deceased; C. McCahan, then chief claim agent; William F. Iden, then clerk to superintendent; Charles Gillespie, then secretary to the agent, Camden Station.

Third row: D. F. Maroney, then superintendent of transportation; next man not known; Harry Biden, then in the office of general superintendent.

Fourth row: First man not known; Howard "Blacksmith Pie" Valentine, chef to the general manager; Operating Vice President Galloway, then secretary to Superintendent of Transportation D. F. Maroney; next man not known; J. A. McCaghey, then clerk, Transportation Department, now special representative



4. The Interstate Commerce Commission, working jointly with this Association, should revise the Classifications. The work, as you know, is already under way with respect to operating expenses, and it is highly important that this classification be completed and put into effect January 1, 1923. I consider this the foundation of all of our construction work.

The revision of the Disbursement Classification should be approached in the light of present conditions prevailing under the Transportation Act. The accounts should afford a prompt and accurate method of controlling expenses represented by disbursements for labor, fuel and material, and the classification should directly reflect those elements.

The nearer we can have the disbursement accounts show the current expenditures for labor-payrolls, fuel, and material and supplies, the more useful the accounts will become as a check and record of these items of cost, and I strongly urge that the revised classification should show separately, with as few accounts as possible, the direct items of expense for labor, fuel, material and miscellaneous, the aggregate of which constitutes the cost of maintaining and operating the railroad properties. This fact was very forcibly impressed on me

through the requirements of the Interstate Commerce Commission in the recent Rate Hearings, the Senate Investigation, and in the preparation of data for submission to the United States Railroad Labor Board.

There should be a decided reduction, instead of an expansion, in the number of accounts. It is not a refinement and further extension of the Classification that is desired. The accounts, as few in number as possible, should be constructed so that a distribution can be made from the details of timekeeping, material disbursements, etc., with the least amount of additional expense. The thought is that with the proper timekeeping records and material and fuel disbursements, a direct classification can be made in relatively few accounts, showing separately the expenditures for labor, fuel, material and miscellaneous, under the general headings of  
Management  
Maintenance, and  
Operation.

The revised classification for disbursements should apply to each and every common carrier railroad without respect to its class or size.

5. The Interstate Commerce Commission and all other Federal and State Commissions should revise their reports and

statistical requirements as as to conform with the summaries regularly prepared from detail records, in conformity with the revised classification, and should be confined to the annual report, monthly income account and the standard statistical units of comparison developed for each road.

The annual reports to the Commission, to the states, and to the stockholders, should be harmonized so that one form will answer the requirements of all.

The situation with respect to statistics has reached that point where it seems to me desirable that this Association of Accounting Officers, cooperating with representatives of the Interstate Commerce Commission, should formulate a system of statistics that may be generally used by the individual carriers, the summaries to be furnished the Commission for its information and as a guide in determining whether the properties are being operated in an efficient and economical manner.

The statistics required by the Interstate Commerce Commission and the State and Federal bodies should be on a basis of maximum of essential operating data, with a minimum of detail.

The object of statistics is to establish facts. Let us not waste our energies in the preparation of a lot of useless, meaningless

### When Using Telephone, Please—

Always say "Baltimore and Ohio." Never say "B. & O."

Speak close to the mouthpiece in a clear tone.

If necessary to attract operator's attention, move the hook up and down slowly. A rapid movement does not signal her.

Answer calls as promptly as you would like yours answered.

Call by number invariably and always know the number; do not guess.

In answering, identify your department and yourself, as: "Mr. Blank's office, Mr. Jones speaking."

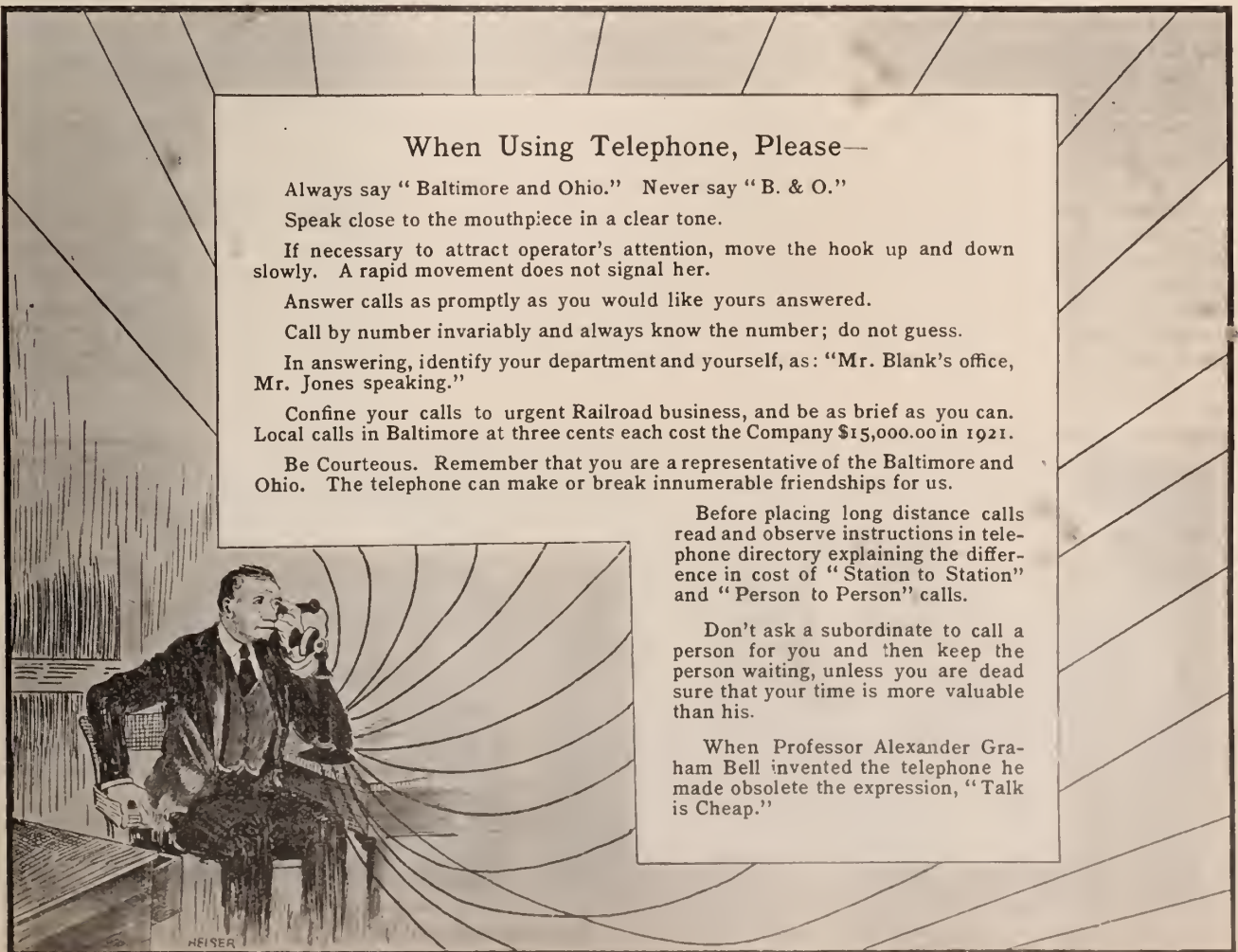
Confine your calls to urgent Railroad business, and be as brief as you can. Local calls in Baltimore at three cents each cost the Company \$15,000.00 in 1921.

Be Courteous. Remember that you are a representative of the Baltimore and Ohio. The telephone can make or break innumerable friendships for us.

Before placing long distance calls read and observe instructions in telephone directory explaining the difference in cost of "Station to Station" and "Person to Person" calls.

Don't ask a subordinate to call a person for you and then keep the person waiting, unless you are dead sure that your time is more valuable than his.

When Professor Alexander Graham Bell invented the telephone he made obsolete the expression, "Talk is Cheap."





statistics, compiled at great expense, which cannot be utilized in producing results that will add one penny to the net revenue or be the means of improving the service.

I have conferred with Commissioner Potter and know how much in earnest he is in regard to this subject.

A working basis has been established with the Interstate Commerce Commission for the purpose of solving this problem. It remains for the railroads to get together and adopt the best methods in handling the details of accounting, discontinuing anything of questionable value now prepared, and eliminating the numerous disputes and sources of expense, caused by lack of proper through rates and properly constructed divisions for apportioning revenue.

Let us finish as quickly as possible the work of settling the accounts for Federal Control and Guaranty Period operation, and then declare perpetual holiday in the production of useless statistics and reports.

The final feature in the object of this Association as set forth in the Constitution reads, "For benefitting of railways in every proper way that comes within the scope of such an association."

This provides a broad field for activity. To stand still is to retreat. It is the same with men as it is with races. When Caesar Augustus said "Rome is great enough—here we rest," he merely meant that he had reached his limit and had had enough of road building. There was lime in the bones of the boss. At the boundaries of the Empire and the end of each Roman road he set up a statue of the god Terminus.

This god Terminus supplied the world, especially the railroad world, a word. When Augustus set up his Termini, announcing to all mankind that this was the limit, the enemies of Rome took courage and became active. The Goths and Vandals, the barbarians, some of whom evidently had a sense of humor, had a way of picking up the Termini and carrying them inward and finally they smashed them entirely.



Mme. Marguerita Sylva, prima donna soprano, and the Mersereaux sisters of Movie fame enjoyed their trip from New York to Baltimore for the Fashion Show, via the Best and Only

The foregoing came to mind while reading some of the records of the Association, particularly of 1907. Time has completely proved how far from the mark was the opinion of those, who at that time, believed the work of the Association had been completed.

I have the greatest respect, nay reverence, for what has been accomplished by this Association in the past, and I am thoroughly in accord with the thought so ably expressed, that we should hasten slowly in making changes. But I firmly believe we now have in our grasp the greatest opportunity ever offered to do constructive work in revising our detail practices at home and in working out with representatives of the Interstate Commerce Commission a revision of the existing classifications and statistical requirements.

This Association must not stand still, must not retreat. The past is secure. The foundation is solid and broad enough to continue to build upon it any structure required by the present or the future. Let us be true to our ideals, continuing the work which has already accomplished such great and lasting benefits, not only for ourselves, but for the railroads and our country. Let us be filled with the spirit of the true pioneer, ever advancing, developing our powers for service and carrying forward the banner of progress.

In the words of Edward Everett Hale, the Grand Old Man of the Nineteenth Century.

"Look up, and not down;  
Look out, and not in;  
Look forward, and not back;  
Lend a hand."

## The Code of Success for the Office Man

By C. A. STULTZ

Freight Claim Adjuster, Chicago

1. Think!
2. Keep your mind on the race, and don't talk shop and scandal.
3. Don't wait to be told to do a certain thing—DO IT! If you don't know your line, learn it.
4. Keep your desk clean and in order.
5. Keep your records up-to-date. Put off nothing until tomorrow.
6. Write your letters uniformly—use your brains as well as your tongue and fingers.
7. Never allow yourself to be reminded of anything the second time—strive to avoid the first time.
8. Remember that you are employed on a 100 per cent. basis, that every dollar you receive contains 100 cents, and that if your service is not 100 per cent. you are defrauding your employer.
9. Keep your appearance neat—but within your income—and remember that your brain power is often measured by the clothes you wear.
10. Be honest with yourself, and your employer will never mistake your value or misplace his confidence in you. Your success will be measured by the confidence you command from others.



TELL-TALE SMILES AFTER A RIDE ON THE BALTIMORE AND OHIO

A few of the models who appeared in the Fashion Show pageant in Baltimore during August. Most of the "show girls" used the Best and Only. The acting mayor of Baltimore, Howard Bryant, is naturally pleased being in the centre of such a group



## Weiant Gardens—Growers of Greenhouse Vegetables, Newark, Ohio

An interesting "quality" industry which gives the Baltimore and Ohio a large annual business

By B. A. Oatman, Office of Master Mechanic, Newark, Ohio

**A**T Weiant, Ohio, four miles east of Newark on the line of the Baltimore and Ohio, are the Weiant Gardens. Owned by Warren S. Weiant and Son, this industry is a good illustration of the success which can be attained by putting only a one grade product on the market, and that the very best. The main products of this concern are hothouse cucumbers, lettuce and tomatoes, grown in two large houses,

each covering one acre of ground, and five acres of smaller houses.

### Fifty Miles of Pipe for Heat and Water

It might be of interest to know that it requires about 50 miles of pipe to heat and water these houses. Cucumbers are trained upright on stakes, then overhead on wire trellis. This network of wire amounts to 75 miles.

The entire plant is watered with overhead sprinkler system, water being obtained from a filtration plant in the Licking River at the rate of 300 gallons per minute.

### The New Power Plant

The power plant which was recently installed is the most up to date automatic steam plant of any in the country, it not being necessary to shovel either coal or ashes. Drafts, stokers and water supply are all handled automatically. This plant has a capacity 3000 h. p., of which 1500 is installed. All of the water used in the boilers is softened and purified so that no scale forms in the boiler tubes.

An average of 110 cars of freight are received over the Baltimore and Ohio at this plant each year on its own siding and coal tipple. The output is mostly shipped by express, which totals over 1,000,000 pounds annually.

Lettuce of the leaf variety is grown from September until May; cucumbers from December until August, and tomatoes from October until January.

This firm has built up a reputation upon the excellent quality of its products and methods of packing. None but new containers are used, with attractive labels. Their products are widely known, goods being distributed throughout eleven states.

They take pleasure in having visitors go through their plant, and it is a treat to those who are unaccustomed to seeing vegetables grown under glass.

### Praise for Agent Coffman

WASHINGTON, D. C.

July 13, 1922

MR. R. B. WHITE  
General Superintendent  
Baltimore & Ohio R. R.  
Baltimore, Md.

Dear Sir—Recently there was held at the Catholic University, Washington, D. C., a large convention of the Catholic Hospital Association of the United States and Canada, with about seven hundred delegates attending. In connection with the convention was held a commercial exhibit of hospital supplies, equipment, machinery etc., with about sixty five firms exhibiting. This involved the handling of a very large amount of freight through University Station, D. C., and its handling under somewhat trying conditions. The writer was in charge of all local arrangements for the convention and exhibit.

I suppose you get complaints from time to time, but it seems to me only fair to register commendations as well. And the present letter, written entirely at the writer's initiative, is sent to commend in special manner, the handling by the Baltimore and Ohio of the freight and of the exhibit, and particularly the unfailing courtesy, co-operation, and efficiency shown throughout by your representative here at University Station, Mr. Coffman. The inrush especially on the two or three days preceding the convention, and the outgo at the conclusion thereof, put a severe strain on the facilities of the station and on the good temper of the agent. He handled his problem with uniform smoothness, good nature, and obligingness. And we wish to express our appreciation thereof.

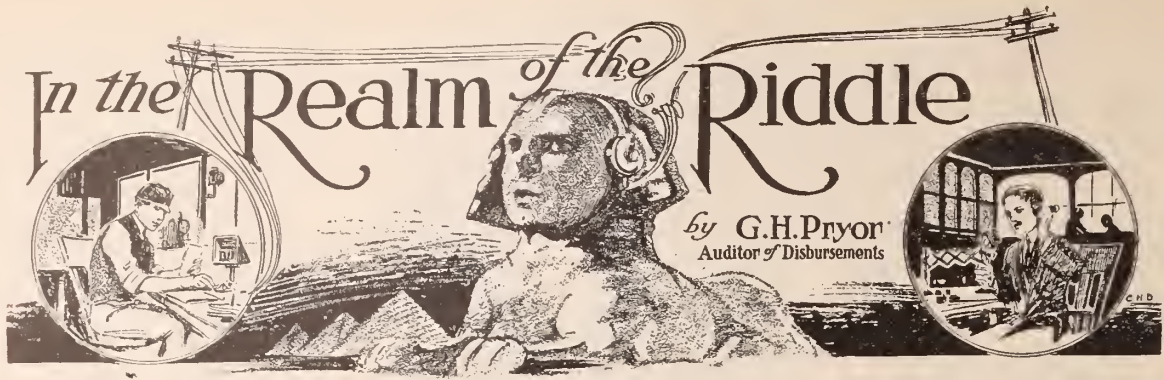
Very truly yours,

(Sgd) REV. JOHN M. COOPER



Weiant Gardens—An Interesting Industry along the lines of the Baltimore and Ohio. The new power plant on the left is ultra-modern. It takes fifty miles of pipe to heat the hothouses shown at the right





By G.H. Pryor  
Auditor of Disbursements

Note:

All puzzles published in this department will be defined, as far as possible, from the New Standard Dictionary, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the New Standard Dictionary, the name of such authority must be stated at the end of the definition, in parenthesis. Obsolete words will be marked at the end of the definition thus—"obs". Variant spellings of a word must be marked at the end of the definition thus—"var". Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

N. Y.; Nanki Poo, Holyoke, Mass.; P. M. Pennington, Cumberland, Md.; K. T. Did, E. R. Woodson, Washington, D. C.; Arty Ess, Scranton, Pa.; Thomas S. Comer, Alex Sander, Philadelphia, Pa.; Kappa Kappa, Hawley, Minn.; Dan D. Lyon, Helva Goodman, New Florence, Pa.; Mentor, Chicago, Ill.; Emiline, Fairbury, Nebraska; Towhead, Lafayette, Ind.; Wick-o-cincy, Gem, Cincinnati, Ohio.

THE answers to the puzzles published in the June issue are:

1. In-fer-i-or
2. C A R  
C A N E D  
C A V E M A N  
A N E M O N E  
R E M O V E S  
D A N E S  
N E S
3. Got—Go
4. Z E B R A  
E Q U A L  
B U R L Y  
R A L L S  
A L Y S M
5. Rot-ten
6. C O M P A S S  
O V E R D O  
M E W E D  
P R E Y  
A D D  
S O  
S
7. M  
M A O  
M A G M A  
M A G N A T E  
O M A H A  
A T A  
E
8. Plead—Plea
9. W A R E S  
T A P E R  
M I N U S  
C O L O R  
R E N E W
10. F  
P A S  
M I R T H  
F A N C I E R  
E A S T E R N E R

11. Bridge—Bride
12. T R A C K  
R E D A N  
A D O B E  
C A B L E  
K N E E L
13. R  
G A P  
G A V O T  
R A V E L I N  
P O L Y P  
T I P  
N
14. S  
K E R  
M A M A S  
K A R A T T O  
S E M A P H O R E  
R A T H O L E  
S T O L E  
O R E  
E

Correct solutions were received from the following: John C. Svec, Grace M. Manning, W. E. Madden, W. T. Ahrens, Comrade, Primrose, Pearlle Glenn, L. M. N. Terry, Martelia, The Major, Atlas, L. E. Phant, Baltimore, Md.; C. Saw, Tunste, New York, N. Y.; Poly, Gemini, Brooklyn,

NEW PUZZLES

1. CURTAILMENT AND BEHEADMENT (6)  
Colonial dames oft played my WHOLE  
With fingers spry;  
Its sweet, clear music soothed the soul  
In days gone by.  
Curtail my WHOLE; TWO is a thorn,  
Sharp, thin, and long;  
Behead this TWO and do not mourn—  
THREE'S just as strong;  
For THREE'S cut down from houses neat  
For you and me.  
Once more curtail this work complete—  
Perhaps you'll see  
A tiny help to one and all:  
Our useful FOUR.  
It has a point, its head is small;  
Yet without gore  
Let us behead it, and in FIVE reveal  
A preposition.  
Thru our curtailment you must feel  
Our disposition.  
How we did trim, and prune and maul  
WHOLE into pieces;  
Naught will remain, say SIX, at all  
Unless this ceases!  
Cincinnati, Ohio. Wick-o-cincy
2. RHOMBOID REVERSED

Across:

- 1—The gate of a mold.
- 2—The relation of one thing to another; proportion.
- 3—An elegant room.
- 4—The name of a city in Georgia.
- 5—A kind of chair.

Down:

- 1—A letter.
- 2—To proceed.
- 3—A loud noise.
- 4—The name of an English college.
- 5—The claws of a bird of prey.
- 6—A word meaning worthless.
- 7—Sorrowful.

**Prize Winners—June Issue**

John C Svec  
Auditor Disbursements' Office  
Baltimore, Md.

P. M. Pennington  
Crossing Watchman  
Polk St., Cumberland, Md.

Miss E. M. Graveson, (Gem)  
Passenger Traffic Department  
43 Carew Bldg., Cincinnati, Ohio

W. T. Ahrens  
Auditor Disbursements' Office  
Baltimore, Md.



8—In Grammar, the dative of I.  
9—A letter.  
Baltimore, Md. Grace M. Manning

3. CHARADE (9)  
Oft beneath the stately maples,  
Safely sheltered from the sun,  
Feeling need of relaxation,  
Fain wouldst I peruse my ONE.

When Dame Nature loud is calling,  
And all the sky is azure blue.  
Work to me is then most galling,  
So from a hook there dangles TWO.

If, when in quest of broader knowledge,  
A library room shall be thy goal,  
Within, with tomes outspread before  
them,  
Most any day you'll see my WHOLE.  
Philadelphia, Pa. Thomas S. Comer

4. DIAMOND  
1—A letter.  
2—In law, a thing or things, real or personal.  
3—Bundles.  
4—To emit or send out in rays, from a point or surface.  
5—In the metric system, one tenth of a stere.  
6—A white crystalline compound with an intense fecal odor.  
7—In archeology, an upright slat or tablet of stone, often elaborately sculptured.  
8—Before.  
9—A letter.  
New Florence, Pa. Helva Goodman

5. TRANSPOSITION (6)  
Young Snappity-Snap came slappity-slap  
A-sliding down the cellar door;  
With a flippity-flop made a hippity-hop  
When a PRIMAL of wood his breeches  
tore.  
  
The tailor FINAL did demand,  
In voice most loud but not so grand,  
To sew the breeches so ma ne'er  
Would ever find there'd been a tear.  
  
Then sniffity-sniff came swiftity-swift,  
Because of FINAL he had none.  
A clappity-clap young Snappity-Snap  
To tell his ma went home on a run.  
  
His mamma laid him o'er a chair  
And paddled him right on the tear  
His breeches rent, until he cried  
No more he down a door would slide.  
Bangor, Pa. Jack O'Lantern

6. OCTAGON  
1—One of the spirits, demons or genii worshipped in Burmah and Siam.  
2—Wet or boggy groves.  
3—To tell.  
4—The act of arriving.  
5—Toil.  
6—To discolor.  
7—A measure of length.  
Washington, D. C. Nypho

7. MUTATION  
(To the great Baltimore and Ohio R. R. Family)  
We work each day, and 'tis with pride,  
For over all he is our guide.  
And knowing all, "WILL LAND A  
RIDE,"  
We labor on, well satisfied.  
Baltimore, Md. The Major

8. PENTAGON  
1—A letter.  
2—An habitual drunkard.  
3—Of pertaining to or proceeding from the sun.  
4—An enlisted man in the military service.  
5—An imposition or tax.  
6—That which remains.  
7—To take heed.  
Philadelphia, Pa. Alec Sander

9. DOUBLE CROSS WORD ENIGMA  
In "trolley ride;"  
In "railway slide;"  
In "signal sweep;"  
In "eulvert deep;"  
In "freight car;"  
In "piston bar;"  
In "trailer wheel;"  
In "hardened steel."  
Don't travel on the surface, friend—  
Just take the FIRST for journey's end.  
Don't travel on the turnpike, mate—  
Just use the LAST or you'll be late.  
The subway route some folks disdain—  
They much prefer the TOTAL train.  
Baltimore, Md. Primose

10. CURTAILMENT (3)  
What has tomorrow in store for us?  
ONE we TWO sun settles low.  
Might not today have done more for us,  
Had we not wasted it so?  
Now! Have we all made the most of it,  
Ere twilight tells it's too late?  
Have we done ought we could boast of it,  
Proud in achievement so great?  
Why should we ONE of tomorrow then,  
Trifling the present away?  
Bowed should our heads be in sorrow then  
Over a waste'd today.  
Baltimore, Md. L. M. N. Terry

11. SQUARE  
1—To degrade.  
2—A prickly plant or shrub.  
3—The nave or wing of a building.  
4—A city in Essex County, Mass.  
5—(Gr.) Slowly, gently.  
Baltimore, Md. John C. Svec

12. HEXAGON  
1—The break of day.  
2—A Mohammedan noble, especially a prince of Afghanistan or of Tind.  
3—Ponders in the mind.  
4—Inattention.  
5—A small genus of Melastomaceous herbs, the Seer grass and meadow beauty.  
6—A descendant.  
7—A large basin, astern or vessel of any kind.  
Chicago, Ill. Mentor

13. HALF SQUARE  
1—One who listens.  
2—Combined.  
3—Cut in cubes.  
4—A sum entered.  
5—To tidy.  
6—A hypothetical force.  
7—A letter.  
Washington, C. D. K. T. Did

14. BEHEADMENT (5)  
It is great ALL to go to sea  
Away from cares and to be free,  
For just a little while.  
But when our journeying is o'er  
And we come back to LAST once more,  
We greet it with a smile.  
Butler, Pa. E. W. Jones

15. SQUARE  
(Defined from the New International Dictionary)  
1—Brisk (Mus.).  
2—New Zealand smelts.  
3—Body—servants.  
4—The Sapindaceous tree Dodonaea Visceora.  
5—An ament.  
6—One of a brotherhood among the Jews of Palestine, from the 2nd century B. C. to the 2nd century, A. D.  
Brooklyn, N. Y. Gemini

To receive proper credit solutions to these puzzles must be in my hands by November 15. The answers together with a list of the solvers, will be published in the December issue.

**Just between You and Me**

Through an error on the part of the Editor (which I insist on thus assuming) many of our solvers were under the impression that the answers to the puzzles published in the June number had to be in my hands by July 15, as indicated in the June number, instead of August 15, as was the intention. As many of them did not receive their copy of the MAGAZINE until a few days before July 15 they thought the time too short and wrote to say that they would not be able to send in any answers. Hence our list of solvers of the June puzzles is not as large as it should be and would have been but for the mistake. Be it understood that the answers to puzzles published in any issue will be printed in the third issue following. This will give you from 30 to 45 days to solve the puzzles. For instance, the answers to the puzzles published in this issue of the MAGAZINE do not have to be in my hands until November 15. Because of the abbreviated solver's list we have only awarded four prizes for the answers to the June puzzles but will make up for this by giving six prizes for the July answers. Who is going to win them?

We are showing the following new puzzles this month: No. 7, a mutation, No. 8, a pentagon, and No. 9, a double cross word enigma.

A mutation is constructed on the principal of an anagram except that the answer (Continued on page 27)



# Accurate Weights Insure Correct Freight Charges

Gains in Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight During July, 1922

*Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in the revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer.*

## EASTERN LINES

STATION	AMOUNT
Allingdale, W. Va.	\$ 30.15
Belcamp, Md.	1.52
Belington, W. Va.	16.95
Bellaire, Ohio	13.40
Boswell, Pa.	3.75
Bower, W. Va.	3.34
Bridgeport, W. Va.	18.90
Brunswick Transfer, Md.	796.13
Buckhannon, W. Va.	22.34
Camden Station, Md.	36.27
Charleston, W. Va.	3.92
Clarksburg, W. Va.	94.46
Clendennin, W. Va.	4.00
Confluence, Pa.	2.51
Connellsville, Pa.	27.23
Cumberland, Md.	44.09
Ellenboro, W. Va.	13.50
Fairchance, Pa.	3.98
Fairmont, W. Va.	27.33
Friedens, Pa.	2.13
Georgetown, D. C.	13.93
Grafton, W. Va.	5.15
Heaters, W. Va.	10.05
Holsopple, Pa.	2.46
Hundred, W. Va.	1.42
Huntington, W. Va.	43.48
Hyattsville, Md.	1.10
Ijamsville, Md.	1.87
Kane, Pa.	5.31
Laurel, Md.	5.59
Letart, W. Va.	1.28
Littleton, W. Va.	1.26
Lost Creek, W. Va.	6.02
Martins Ferry, Ohio	8.08
Meatsville, W. Va.	1.77
Monrovia, Md.	1.11
Moorefield, W. Va.	3.60
Moundsville, W. Va.	10.68
New York, West 26th Street	9.94
Pier 22, North River	159.33
Parkersburg, W. Va.	112.77
Phillippi, W. Va.	2.60
Pittsburgh, Pa.	125.72
Ravenswood, W. Va.	8.53
Richwood, W. Va.	66.96
Sistersville, W. Va.	11.49
Somerset, Pa.	6.37
Spencer, W. Va.	50.61
Staunton, Va.	20.81
Uniontown, D. C.	8.94
Washington, D. C.	149.12

## EASTERN LINES—Con.

STATION	AMOUNT
Weston, W. Va.	\$ 73.58
West Union, W. Va.	2.39
Wheeling, W. Va.	436.37
Wilsonburg, W. Va.	2.36
Miscellaneous	*9.17
<b>TOTAL</b>	<b>\$2,547.12</b>

## WESTERN LINES

STATION	AMOUNT
Akron, Ohio	\$ 68.75
Athens, Ohio	6.72
Canton, Ohio	27.32
Chicago, Ill.	361.30
Chillicothe, Ohio	18.24
Cincinnati, Ohio, Gest St.	2.81
Kenyon Ave.	393.49
Norwood	3.20
Smith St.	292.25
Cleveland, Ohio	246.70
Columbus, Ohio	243.05
Dayton, Ohio	20.79
E. St. Louis, Ill.	104.83
Elyria, Ohio	9.48
Flora, Ill.	1.38
Fostoria, Ohio	1.04
Hamilton, Ohio	17.39
Lima, Ohio	12.98
Lorain, Ohio	6.02
Louisville, Ky.	222.89
Mansfield, Ohio	1.69
Martin, Ky.	11.93
Massillon, Ohio	1.80
Maynard, Ohio	14.06
New Castle, Pa.	2.53
Niles, Ohio	74.48
North Vernon, Ind.	2.54
Piqua, Ohio	7.38
Troy, Ohio	1.30
Vincennes, Ind.	6.19
Willard, Ohio	19.65
Youngstown, Ohio	4.90
Miscellaneous	*2.38
<b>TOTAL</b>	<b>\$2,211.46</b>
Total Eastern Lines	\$2,547.12
Total Western Lines	2,211.46
<b>GRAND TOTAL</b>	<b>\$4,758.58</b>

## SUMMARY

	WESTERN LINES	EASTERN LINES	TOTAL
January	\$ 2,646.17	\$ 503.34	\$ 3,149.51
February	2,381.58	1,014.09	3,395.67
March	2,093.14	1,115.47	3,208.61
April	2,513.52	1,917.37	4,430.89
May	2,485.56	1,842.61	4,328.17
June	3,442.69	4,089.58	7,532.27
July	2,211.46	2,547.12	4,758.58
<b>Total</b>	<b>\$17,774.12</b>	<b>\$13,029.58</b>	<b>\$ 30,803.70</b>

\* Variations showing increases in revenue less than one dollar.

A. E. DAY, Chief of Weighing Bureau, Transportation Department



# An Economical House for the Family of Moderate Means



**T**HIS suburban home was designed for the small family of moderate means and is intended to be built of concrete block and covered with Portland cement stucco. Its many attractive features are apparent at first glance, while the durable, fire-safe qualities of its construction material make it of especial interest to the family planning on building a home where they can live in safety and comfort.

This house can be placed upon a narrow lot simply by moving the porch from the side wall to either the front or rear without in any way spoiling the plan or architectural appearance. Although the porch is shown entirely open, it can easily be enclosed with windows if it is desired to make it into a sun parlor. An unusual feature of the porch is the supporting piers, which are placed in the middle instead of at the corners. This gives an unusual feeling of airiness to the occupants.

The entrance porch can be screened in if desired, making a vestibule and in the cold winters of northern cities this will be found of particular benefit. From the small entrance hall we enter a spacious living room

leading into a comfortable dining room at the rear of the house. An effect of spaciousness is obtained by the arrangement of three sets of folding doors leading to the porch in such a way that the side wall of the dining room and living room appears to make one large room although they are naturally screened by the projecting fireplace.

The placing of the fireplace in the center of the house not only adds to the attractiveness of the design, but insures that all of the heat will be utilized in warming the house. Where the fireplace is placed on the outside wall a good deal of heat is lost through radiation into the outside air.

Two good sized bedrooms and one single bedroom are found on the upper floor as well as a well-arranged bathroom. The economy of this plan is evident when the very small amount of floor space lost in halls and passages is observed. The plumbing is arranged in one stack, while the cellar plans give plenty of room for laundry, food closets and similar conveniences.

The outside of the house is simple as well as attractive and is well suited to the man who does not desire an extravagant

display. It is modern and appropriate for the man of quiet tastes.

Concrete block houses built with a surfacing of Portland cement stucco are becoming increasingly popular on account of their attractive appearance, strength, fire-safety and comfort. The house described in this article was designed by Russel Barr Williamson, an architect of Milwaukee and is an excellent example of the adaptability of concrete block to the requirements of the family of moderate means.

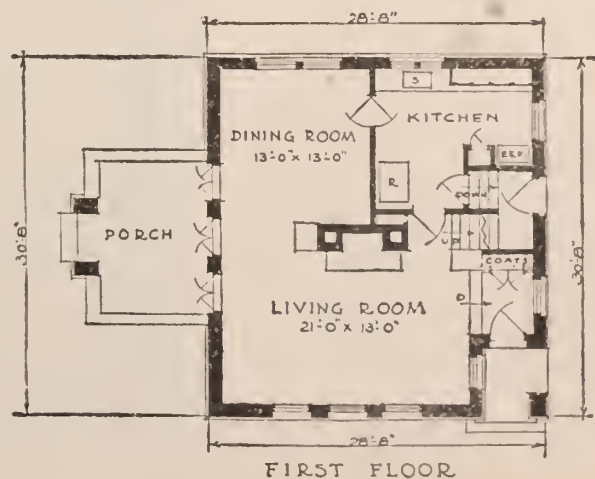
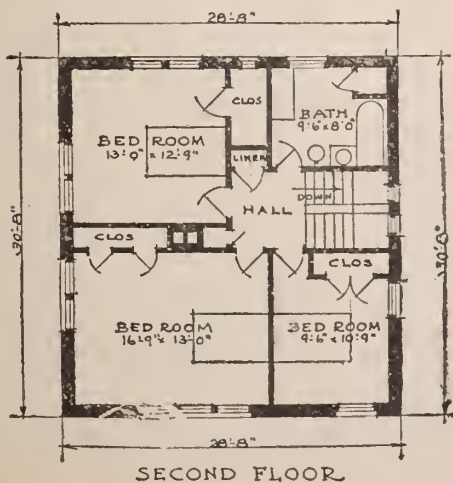
## Do You Want to Build Your Own Home?

Yes? Then we can help you, for through the courtesy of the Portland Cement Association we can supply complete plans and blue prints of the house shown on this page at the low cost of ten dollars (\$10.00).

We also have copies of a book "Concrete Houses," containing pictures and floor plans of 25 houses built of cement and concrete block. Copies of this book may be had by any reader of our Magazine at a cost of fifty cents apiece. For either the book or the complete specifications and blue prints of the house described on this page, remit to the Editor, Mt. Royal Station, Baltimore, Md.

Baltimore and Ohio employes have a special reason for taking advantage of these offers because they can get such substantial help in home building from our Relief Department. For full information write Division "S," Baltimore and Ohio Building, Baltimore, Md.

Employes in small towns and cities along the Railroad would do well to emulate the example set by the Baltimore and Ohio folks at Somerset, Pa. They started a big building boom, got the material people and contractors interested by offering them big contracts for a large number of houses and were thus able to make substantial reductions in the cost of their homes. The Relief Department will be glad to send a representative to any Baltimore and Ohio community which would like to have this plan explained in detail.





# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
CHARLES H. CRAWFORD.....	Yard Brakeman.....	Glenwood, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

### Motive Power Department

K. W. GEIDENBERGER.....	Pipe Fitter.....	Newark, Ohio.
WILLIAM A. HODEL.....	Material Man.....	Grafton, W. Va.
PATRICK J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

### Maintenance of Way Department

WILLIAM A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Assistant Engineer Maintenance.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

### Statement of Pension Feature

Employees who were honorably retired during July, 1922, and to whom pensions were granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Berkley, Aaron F.....	Crossing Watchman.....	Maintenance of Way.....	Connellsville.....	36
Blankline, George.....	Brakeman.....	Conducting Transportation...	Baltimore.....	42
Conner, Creighton.....	Crossing Watchman.....	Maintenance of Way.....	Baltimore.....	36
Estep, J. Wiley.....	Superintendent.....	Tobacco Warehouses.....	Baltimore.....	35
Foutch, William E.....	Crossing Watchman.....	Conducting Transportation...	St. Louis.....	34
Lowney, Jerry.....	Engineer.....	Conducting Transportation...	Connellsville.....	46
Richter, Henry H.....	Passenger Brakeman.....	Conducting Transportation...	Toledo.....	27

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1921, \$367,795.95 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to June 30, 1922 amount to \$4,825,850.25.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Barnes, William W.....	Section Foreman....	Maintenance of Way.....	Ohio.....	July 22, 1922.....	31
Batterton, Joshua.....	Passenger Engineman	Conducting Transportation	Ohio.....	July 12, 1922....	41
Brown, Jesse W.....	Conductor.....	Conducting Transportation	Philadelphia..	June 30, 1922....	44
Chew, Charles E.....	Engineman.....	Conducting Transportation	Baltimore.....	June 25, 1922....	46
Kramer, Frederick.....	Machine Hand.....	Motive Power.....	Cleveland.....	June 23, 1922....	26
Kuhley, John A., Sr.....	Lampman.....	Conducting Transportation	Cumberland...	July 11, 1922....	21
Kuhn, John.....	Car Shop Laborer...	Motive Power.....	Cleveland.....	July 9, 1922.....	18
Miller, Wilmer.....	Agent.....	Conducting Transportation	Ohio.....	June 5, 1922....	43
Mitchell, Emery G.....	Foreman.....	Stores.....	Baltimore.....	July 29, 1922....	31
Molloy, Patrick J.....	Fireman.....	Conducting Transportation	Newark.....	June 3, 1922....	30
Scheele, Conrad.....	Carpenter.....	Motive Power.....	Mt. Clare....	July 8, 1922....	26
Wilson, Plymon.....	Engineer.....	Conducting Transportation	Pittsburgh....	June 24, 1922....	33



# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine:  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted Village"

## William E. Duvall

Pensioned Fireman William E. Duvall, Baltimore Division, was born at Annapolis Junction, Maryland, on August 15, 1859. He worked on his father's farm until September 2, 1883 when he entered the service of the Baltimore and Ohio as laborer.

On August 3, 1887 he became fireman, Baltimore Division. He held this position until he was pensioned, this year.

## James B. Crislip

Pensioned Foreman James B. Crislip, Connellsville Division, was born in Barbour County, West Virginia on June 27, 1857. He was the son of P. G. and Barbara (Marple) Crislip. He was educated in the public schools, and in 1877 was married to Miss Margaret Hinkle, of Buckhannon. Mr. and Mrs. Crislip have reared thirteen children, eight boys and five girls. Six of the boys have worked in the Maintenance of Way Department. One son is now a conductor on the Connellsville Division.

Mr. Crislip entered the service of the West Virginia and Pittsburgh (now the Baltimore and Ohio) in 1896, laying steel rail from Weston to Sutton. He also helped to complete the line from Flatwoods to

Richwood. He entered the service of the Baltimore and Ohio proper on March 11, 1900. In 1903 he was promoted to foreman; in 1908, watchman; in 1911, crossing watchman, Johnstown; in 1913, foreman; in 1916, trackman; in 1917, brakeman, and then back to foreman, M. of W. Department.

Mr. Crislip has a daily record of all his days of labor, from the year 1883. He can tell what he worked at on each day, what section of the road, and the principal events of each day. He is a charter member of the Crystal Lodge No. 125, I. O. O. F., of Sutton, W. Va., and also belongs to Osage Tribe No. 40 of the I. O. R. M. He owns a lovely home 14 miles west of Cumberland, near Hyndman, a mountain resort of 1600 inhabitants.

## Andrew Hawk

Andrew Hawk, pensioned watchman, Indian Creek, was born at Dunbar, Pa., on March 7, 1857. He worked on a farm until August 21, 1885, when he came to the Baltimore and Ohio as laborer. In 1902 he was made watchman, and in 1906, assistant foreman. In 1907 he was put on as cut watchman. This position he held until his recent retirement.

Mr. Hawk was married in 1882. He has seven children. Mr. Hawk's photograph appeared in the Among Ourselves notes of the Connellsville Division, in the August issue of the MAGAZINE.

## In the Realm of the Riddle

(Continued from page 23)

does not necessarily have a relation to the puzzle itself as must always be the case with an anagram. In looking for clues to No. 7 take into consideration the dedication at the head of the puzzle and particularly the second line of the puzzle. Then take the words in capital letters in the third line and see if you cannot from them construct a name held in high esteem by all of us.

As its name implies, the pentagon is a form puzzle with five sides and is shaped like this:

```

      O
    O O O
  O O O O O
O O O O O O
  O O O O O
    O O O O
      O O O O
    
```

The words read the same from left to right and from top to bottom as in the case of a diamond or a square.

The cross word enigma is one of the oldest styles of puzzles known to the game. No. 9 is a double cross word enigma and the answer is composed of two words of eight letters each. To solve the puzzle you must find two letters in the words in quotation marks on each line, which, when put one after the other, will give you "FIRST", described in the first verse and "LAST," described in the second verse, and these two words put one after the other will give you the "TOTAL" described in the third verse.

No. 10 in this issue is commended not only as a good puzzle but a fine idea beautifully and poetically expressed. L.M. N. Terry is known in puzzeldom for just such high grade work as this.

## Those Women

"John," she said to her devoted husband, "I wish you would sing two or three lines of some song for me."

"What on earth do you want me to do that for?"

"There is something I want you to get me tomorrow, and I've forgotten what it is, but I have associated it with your singing, and I am sure I can recall it if you'll sing just a line or two."

"It isn't a canary bird you want, is it?" ventured her husband, hopefully.

"No, I'm sure it isn't that. Now please sing."

Whereupon he cleared his throat for action and did his best to comply.

"That's enough," said his wife, before he had finished the first line. "Thank you, dear. I remember now. I want you to stop at the hardware store and get me a file."

—North Shore Bulletin.



Pensioners Two—William E. Duvall and James B. Crislip





## W. Cornell, Grand Old Man of the New York Terminals

*Who Reminiscences a Bit about Our History in the Metropolis*

*By John Newman, Terminal Timekeeper, Pier 22, N. Y.*

**W.** CORNELL, lighterage supervisor, and "Grand Old Man" of the Baltimore and Ohio in our New York Terminals, fifty years in railroad service in New York, thirty-six of them serving our Road, and, like Johnny Walker, still "going strong," will, when in a reminiscent mood, "talk shop" of old times. He does not, however, like many of us who have past recollections to revive and review, refer to them as "the good old times," but speaks of them as times of struggles under difficulties. Having been an adjunct to the progressive development of the Baltimore and Ohio in New York since its inception, no one is better qualified to comment on the "old times" in their relation to our Road.

In October, 1886, when the Baltimore and Ohio opened the gates at Pier 27, East River, the pier was roofed but without side covering, and the neighborhood, called "The Swamp," was a notorious rendezvous of river-pirates and thieves. Eternal vigilance was necessary to protect the property. There at that time, under the late P. H. Marshall as agent, Mr. Cornell entered our service as manifest clerk. A manifest then was just what the word literally means—"struck by hand." Billing and adding machines and other modern time and labor-saving devices were unknown, at least in railroad freight offices. Copying ink and the copying press were the tools.

After a few weeks' service Mr. Cornell was promoted to chief clerk, later becoming agent and terminal agent successively, until after having completed thirty years' service with the Company in 1916, being granted a pension, he retired. At least, he thought he did. But after a few months of restless rest, his soul-mate, the railroad, beckoned him back into harness, and he was appointed lighterage supervisor—the position he occupies today, without further thoughts of retirement. Although he has

just completed his three score and ten years, there are older men in the service that have not yet attained their majority age.

But let us have "W. C.," as he is familiarly known and called, do the talking.

"In 1886," he says, "cars were floated to and from the Central R. R. of N. J. where we had a small covered pier for lighterage business. Towing and lighterage work was handled by outside parties.

"That prince of railroad officials, the late A. C. Rose, was general eastern freight agent, beloved by employes and 'ace high' with the business public. He instilled into us progressive ideas, urging cooperation with and good service to the public. Business began to grow rapidly under his management, and additional facilities were sought and secured.

"In January, 1887, Pier 43, North River, was opened for east and westbound freight traffic.

"In 1888 Piers 20 and 21, North River, (old numbers) were secured and the Agent's



W. Cornell

Office moved to Pier 20, Pier 21 being sublet to a line of Spanish steamships. These piers were old and delapidated, facing the old West Washington Market, a combination of shacks and dirt.

"We were not allowed to stay long at this point, the city having decided to demolish the piers, but we hung on until they were pulled down over our heads and in May, 1892, we moved temporarily to Pier 1, North River, the headquarters of the Dock Department, doing the best we could there for a month, when the Pennsylvania R. R. came to our assistance, giving us Pier 5, North River, where we remained peacefully until Pier 22 was ready in July, 1894. To see the Pier 22 office now, with its personnel of a hundred clerks, equipped with every modern appliance and all possible facilities, makes one wonder how things could be done without them, but we got there just the same.

"I shall not forget the moving from Pier 20, for it was there I received my first criticism for trying to keep a gang-plank space working for our interests contrary to instructions from the Dock Department, my superiors hiding away from the Dock Department officials. However, they 'exonerated' me, and we went forward.

"Barge station was successfully operated at 17th Street, North River, 1892 to 1898; station at North 1st Street, Brooklyn, opened 1888 jointly with Central R. R. of New Jersey; 26th Street Station opened 1897; and Wallabout Station in 1911. A barge station was also operated at 37th Street, East River, 1887 to 1889, freight received being loaded and billed at Pier 27.

"We early found that, to meet our competitors, we should operate our own lighterage department, and hence set out to secure equipment. Our first departure was to hire the 'Eagle,' a North River steam barge which had been plying the North River for years carrying stone. The skipper was infected with that tired feeling characteristic of his class and soon told us that if the railroads wanted a boat to go like a train, we might go to the devil; he went ashore. Large quantities of copper were being handled at the time and we loaded the ancient 'Eagle' ready to get out in the early morning. During the night we were aroused by the report she was sinking. With hair on end and tingling nerves we rushed to Pier 20 and succeeded in saving boat and cargo. After that experience, however, we declined further business with this boat and began looking for more seaworthy craft, and equipment of our own. Finally we received our first importation from Baltimore, four covered barges christened: 'New Dorp,' 'Jupiter,' 'Clifton' and 'Minerva.' These boats were a curiosity to New York lightermen and they dubbed them 'chicken coops' on account of their slanting roofs, and many were the jokes thrown at Mr. Marshall in reference to them. However, they gave good service until consigned to the marine boneyard.



"From this beginning we have developed an A-1 Lighterage Department, equaling any in the Harbor, with a fleet of 101 bottoms and more coming, with plenty of power to keep them moving, and with an organization full of 'pep.' 'Nothing succeeds like success.'

"The changes in thirty-six years have been so numerous that many pages would be required to record them.

"It would be interesting to those unacquainted with St. George to see what was

## Ephraim Provance, Retired Engineer

*He was willing to get a disabled engine back home, or have her hauled*

**M**ANY of our railroaders will remember the time that Engineer Ephraim Provance saved the city of Annapolis from being destroyed by fire when he made a record run to that city and carried fire fighting apparatus from Baltimore. Mr. Provance is now a pensioner, eighty-two years old. His home is in Baltimore, where he is a good citizen, revered by his neighbors. Many of them do not know him by name, but all speak of him as "the kind faced old gentleman who passes the door and talks so beautifully to the children."

Mr. Provance is not only a veteran in the service of the Railroad, but he is also a veteran of the Civil War. He served in the infantry of the Northern Army from 1861 to 1864, then enlisted in the cavalry. He was wounded once during his service. He was 26 years old when he became a brakeman on the Baltimore and Ohio. After nearly two years he went to firing. In 1872 he became an engineer on the Second Division—Martinsburg to Piedmont. When asked to touch upon this, Mr. Provance said:

"I then ran old Perkins Wheeler, No. 3. Before I was promoted I went to Master Mechanic Billy Edwards. 'Why,' said he, 'you haven't been firin' long enough to know a full stoke from a cut-off on a camel-back engine.' You see, we had bars then that stood up in the cab. One day a little later, I fired for a man who didn't know how to run an engine. Then Billy Edwards sent for me.



Ephraim Provance

originally the Lighterage Terminal Office, where each morning one had to slide down the embankment from Richmond Terrace to the northbound tracks, get up, straighten out his legs, brush his clothing, and cross the tracks to the 'office,' there to meet the 'Super.,' size up the situation and prepare for the day's business.

"It is different now, very much so; a light, commodious, well-appointed office on the shore end of Dock 6 houses the entire Operating Department."

"'Eph,' said he, 'do you reckon you could get an engine in if she broke down on the track?'"

"'Yes,' said I, 'I'll get her in if I have to get her hauled in with mules.' And so I was promoted.

"In 1876, the time of the Centennial at Philadelphia, I was promoted to passenger engineer, after which I got one of A. S.

Cromwell's engines, old 824. There have been lots of improvements since the old days. Before the time of the link motion, there was the hook motion camel engine. We didn't know what it was to take up water while the engine was going along. The tenders held 6 to 7 tons of coal. How much do they hold now? By gum, I couldn't tell you, but it's quite a few bushels more.

"The railroad has been good to me. There are not many of my old buddies left now, but I am thankful that I have children who take such good care of me. I was raised in one religion and married a fine little girl of another, so I turned to her way of thinking. You know, all of these different roads lead to the same gate, and no matter which one of 'em that you take, if you do the right thing, you'll get there."

Our readers will see by this picture that "Uncle Eph," although 82 years old, is still on the job when it comes to his health. He is a familiar figure at our Veterans' picnics, and we hope that he will enjoy many, many more of them.

## Forty Years in One Department

*Robert C. Clark a Beloved Veteran of Grain Elevator Office*

**O**NE of the most interesting characters in the service of the Baltimore and Ohio is Robert C. Clark, cashier, Baltimore and Ohio Railroad Grain Elevators. Mr. Clark first saw the light of day on April 29, 1863. He entered the employ of the Company in the Elevator Office on August 1, 1882, as clerk, and has been in continuous service in that office ever since.

He ascended the various steps of a clerkship until promoted to cashier on August 1, 1907, which position he has held continuously for 15 years; making a total of 40 years in the same department,—a most commendable record.

By his urbane manner he has endeared himself to all who come in contact with him; and, to those who know him best, he is familiarly and fondly addressed as "Pap." He stands high in the estimation of the various grain exporters and grain handlers and has their full confidence. He has seen the evolution of many a young clerk to a full fledged grain merchant; this evolution often being helped by the kindly advice of "Pap" himself, who has always taken a great interest in "youngsters."

His photograph suggests the genial soul, that he is and that he is a 100 per cent. optimist. The years weigh lightly upon him and do not detract from his youthful spirit and vision.

It will be noted that there is a striking likeness between president Harding and "Pap" Clark, and the difficulties met by "Pap" are settled just as diplomatically as the President of the United States settles his difficulties. In fact, it would not be

presumptuous to say that "Pap" Clark settles difficulties and problems that are presented to him with a smoothness and dispatch that could be profitably employed in more of our harrassing present day industrial situations.

"Pap" Clark's theology is based on what he was taught and learned in the great school of Railroad Experience; and he knows what he knows when he knows it. The pillar noticed in the photograph is typical of his character. He is sturdy, upright, rugged; he is charitable in word and deed and is filled with the milk of human kindness. He is a man of strong likes and sympathies; he is a real human document, as those who come in contact with him gladly affirm.



Robert C. Clark



That many more years may elapse before he receives the final call to make his final accounting is the wish of his many friends.

### Carl C. Steinbruner

*A Loyal Veteran Who Praises the Bridge That Has Carried Him Over*

Garrett, Indiana

To the Officers and Members of the Baltimore and Ohio Railroad:

There has never yet been any statement from me in the MAGAZINE, and I respectfully ask that a little space be given me for the purpose of rendering thanks and credit where it rightfully belongs.

I began work with the Railroad on January 9, 1883, as machinist. I received 19 cents per hour, and in those days work was much harder than it has been during the last 15 or 20 years. In those days most of the work had to be done by hand. But the Baltimore and Ohio, having at heart the welfare of its employes, spared no pains to put into use the latest developments on the market which were found to be helpful in making working conditions more pleasant.

I had been in actual service for 37 years, when, because of my health's failing, I was compelled to step back on February 2, 1920. Some one may say, on hearing of one who has been retired, "Yes, he's down and out now," but listen: give no thought of such a thing in my case; I am still ready to serve the Baltimore and Ohio to the end of my days.

My brothers, I thank God that I have had the chance to become one of the family of the Baltimore and Ohio Railroad, for this is, without doubt, one of the best, if not *the* best, organization in the United States. Let me say that when you put your shoulder to the wheel for the advancement of the Baltimore and Ohio, you are doing a noble work. Think what well-thinking and straightforward officers we have at the head of Our Company.



Carl C. Steinbruner

To you who are not any longer in actual service, I would speak a word. Never think that there is no more for you to do. Opportunities come at all times for us to speak a good word for the Baltimore and Ohio, and in so doing, we are performing a faithful service.

To those who are not employes, I would say that if you are fortunate enough to gain admittance to our Baltimore and Ohio family, you will not regret it.

Your loving and grateful brother,

(Signed) Carl C. Steinbruner.

### The First Telegram

**I**N A memorandum dated, Baltimore, November 20, 1919, to O. P. McCarty, now assistant to passenger traffic manager, the late John E. Spurrier wrote:

"Referring to our talk of the telegraph: My notes show that Benjamin Franklin was born in 1706 and died in 1790; that in 1752 he went into a field, faced a thunder storm, flew a kite with a wire attached, drew lightning from the clouds, and thus discovered the identity of lightning and electricity.

"Samuel Finley Breese Morse was born in 1791 and died in 1872. He invented the telegraph and made his name immortal. In 1835 he constructed a small recording electric telegraph. In 1843, after an uphill struggle against adverse circumstances, he succeeded through Mr. John P. Kennedy, the distinguished Marylander, in obtaining aid from the U. S. Government.

"In 1844 he constructed on our Washington Branch right of way, Washington to Relay, and Baltimore and Ohio Railroad Company right of way via its main stem to Mt. Clare Station and Pratt Street Station, a telegraph line between Washington and Baltimore. The line ended in the Mt. Clare Station Building where the *first telegram* was received from Washington.

"I was night operator in the original building at Mt. Clare, 1866-67, and the Morse register was still being used by an old timer, William H. Bauer, the day operator. This old building still marks the spot and it makes me feel good to look at it and think of by-gone days and the good old times."

### The Late John C. McCahan

**L**OYAL and faithful to the Baltimore and Ohio Railroad and with a service record of 45 years at Camden Station, John C. McCahan died on August 7 at Franklin Square Hospital, Baltimore.

Mr. McCahan was born on September 20, 1842. He entered the service of the Company as tinner on August 14, 1868. On March 1, 1906 he was made baggage-man; in 1910, checkman; in 1910, assistant baggage agent; in 1914 he again was made checkman, serving in this capacity until the time of his retirement on November 14 of that year. He had always enjoyed splendid health until just a few months before his death, which was brought about by a general breakdown.

Mr. McCahan was a member of the Baltimore and Ohio Veterans' Association, and for 54 years had been a Master Mason. In 1876 he was elected Worshipful Master of Union Lodge No. 60. His funeral services, which took place at his home, 725 N. Fulton Ave, Baltimore, were in charge of the Masons. He had often expressed the wish that his family be with him at the time of his death. This wish was granted, all the members of his family being at his bedside. He had many dear friends who mourn his death, one of the nearest of whom is William Muth, Stores Department, who was also present to bid farewell to his companion.

Mr. McCahan was the father of J. C. McCahan, Jr., manager of Mail and Express Traffic.

### Fly Wheel Bursting Pit Used at Purdue University

Investigating bursting fly wheels has never been considered a popular subject of research and but little work was done along this line before Dean C. H. Benjamin, of Purdue University, devised a special apparatus for bursting the wheels under safe and controlled conditions.

The apparatus consists of a sand lined pit, eight feet in diameter and six feet deep, inside of which the fly wheel is spun like a top by means of a powerful electric motor. Suitable instruments measure the speed and when the wheel bursts, the fragments fly into the sand which surrounds it. They are thus preserved in their relative position so accurate study can be made of the conditions of bursting.

A lady entered an English Railway station and said that she wanted a ticket for London. The pale-faced clerk asked, "Single?"

"It's none of your business," she replied. "I might have been married a dozen times if I'd felt like providin' for some poor shiftless wreck of a man like you."



The late John C. McCahan



# Bunny Gets the Bones

When the Newark Division Veterans Celebrated at Buckeye Lake

Note: High up in the top of a tall oak tree at Buckeye Lake there dwells an old squirrel with his family. Old as the hills, yet nimble as any of his children, keen of eye and swift of foot, there is nothing that ever goes on at Buckeye that escapes his notice. Those of us who attended the picnic of the Newark Division Veterans on August 17, will remember how he sat upon the bough and ran up and down the tree, chattering with his wife about the doings down below. Of course we did not understand the conversation at the time, but, translated into squirrel language, it ran somewhat as follows:

Bunny: Hey there, Old Girl! Come quickly and see what all this noise is about, and bring me my spectacles! Hurry!

Mrs. Bunny (taking off her apron and hurrying to their knot-hole window): Why, bless my soul! It's a picnic, of course. It must be, for there come the children. I see little Dick Connelly and Johnny Chesley and Johnny Walker! Oh, just look at the people!

Bunny: Johnny Walker! What do you mean Johnny Walker?

Mrs. Bunny: Of course, that's his name! And there's Mrs. Frank Howard, and Mr. Howard, and Dan Moriarity and the Missus! And bless my soul, if there isn't big, fat Mr. Murphy! Just look at them! And they've all got dinner baskets. Do you suppose there'll be some bones and things for us after the eats are over? Oh, I hope so, for then we can store some away for winter. A nut diet always gives me heart-burn, but a few chicken bones will vary the menus considerably.

Bunny: Old Girl, you'd better keep quiet. First thing you know somebody'll be throwing stones at us.

Mrs. Bunny: The very idea! Don't you know they're friends of ours? Why there's



THERE WERE LOADS OF GOOD EATS AND SOME LEFT OVER

1—Jim Dennison, the "Missus" and their daughter, Grace. 2—Reserved for the picnic were J. M. and Mrs. Garvey, Veteran and Ladies' Auxiliary vice-presidents, respectively, and Engineer and Mrs. "Bunty" Little. 3—The thick and the thin of the whole affair—Dave Murphy, the fattest man, shaking hands with Ben Oatman, the thinnest. 4—Holding up his prize tie is Richard Connelly. 5—Louise, Harold and their daddy, B. F. Oatman, Office of Master Mechanic, Newark, O., and Division Correspondent for the Magazine. 6—Silas Higgs, veteran passenger engineer. 7—All lined up for the girls' race. 8—Peaches, preserves and pickles were among the prizes for the women's races. 9—S. A. Reagan, veteran carpenter foreman, Maintenance of Way Department; Jonn Chesley, veteran machinist, Newark Shop. 10—Mrs. H. B. Howard, wife of machinist, and Mrs. F. M. Maburd, wife of supervisor. 11—"Darby and Joan"—a closer up of Brother and Sister Garvey. 12—Two of the Prize Winners. 13—Mrs. W. Stewart and Mrs. John Connelly. 14—The tables were loaded heavily. 15—Some ate theirs on the green grass. 16—Victors in 50-yard dash, Engineer Frank M. Howard and Section Foreman James Bushew



the big sign over there that says: RESERVED FOR BALTIMORE AND OHIO VETERANS' PICNIC. Where are your specs?

*Bunny:* Surely, you're right as usual. Say, isn't that my old friend Dan Kelly, of the Bristol Pumping Station? The one with the black derby, I mean.

*Mrs. Bunny:* It surely is. Do you know him, too?

*Bunny:* You bet! It's many a nut we've cracked together. Why, that man is 76 years old now, with a service record of 50 years. And there's Mr. and Mrs. Sheats, from Chillicothe. And maybe my nose is deceiving me, but I'm 'most sure that I smell Mrs. Little's lemon pie, and Mrs. Murphy's chocolate cake. I could tell them from anybody's, anywhere. They don't make 'em any better in the world.

*Mrs. Bunny:* I just heard that old lady from Baltimore say that she wished those two ladies would send her the recipes for that pie and cake. She wants to put 'em in her MAGAZINE. But say, do you s'pose there'll be anything left for us after that fat Mr. Murphy gets through eating?

*Bunny:* Don't you worry about him. It ain't always the fattest ones who eat the most. Murphy weighs 335 pounds, but that carrel that the circus monkey told us about was big and fat, too, but he only eats once a week. He lives on his hump; maybe that's what Murphy does. And I'll bet you a hickory nut that either Frank Howard, Dan Moriarity, or that skinny Ben Oatman can beat Murphy eating any old time. My, but Miss Cora Doyle does look peachy today! And who's the lady with her?

*Mrs. Bunny:* She surely does; the other one's her sister, Mrs. Davis. Who's the big, hefty looking man with the sweet faced lady?

*Bunny:* Why, that's Jim Dennison and the Missus. Jim used to be a railroader, way back in the days when the hazelnuts

grew alongside the track. He was at the head of the Brotherhood of Locomotive Engineers, too, but he's retired now. Many's the hazelnut he fired at me, trying to shut up my chatter. I made more noise than his train, you see, so he was jealous. That's their daughter, sitting over on the stump yonder.

*Mrs. Bunny:* I see. And here come two pretty little girls, all dressed up in trousers.

*Bunny:* Oh, go on. They're not trousers, they're knickers. Didn't you ever see knickers? And the little girls wearing them are Ruth Lewis, daughter of Engineer C. A. Lewis, and Lillian Gerold, daughter of Engineer W. N. Gerold. Smart looking? I'll say they are. And with them is little Fern Forquer. Her daddy was the late J. B. Forquer, foreman, Newark Shops. Say! Say, there! What do you suppose is going on now? There's Dan Moriarity up on the table, and everybody getting together like as if for a church meeting?

*Mrs. Bunny:* Oh, didn't you just hear them say that they're going to have running races, and all kinds of games and prizes? Let's skip out to the end of this branch where we can see better. That's it. Ah, here come the boys! Come on, Forest, come on, come on! No, George has you beat. George gets first prize, and Forest, second. George's father is Lawrence Schmidt, moulder, and Forest is the son of Ben Robinette, telegraph operator. George gets a baseball, and Forest a tube of tooth paste.

*Mrs. Bunny:* And here come's the fifty-yard dash for men weighing over 200 pounds. Chip, chip, chatter, chatter (squirrel's way of saying "Hurrah!") for Engineer John Connelly! Former Brakeman T. H. Stewart comes in second. My goodness! I wish they'd have a race for squirrels.

*Bunny:* Be quiet, and be glad if you get the chicken bones. Don't you know that all this running sharpens up folks' appetites? Hallelujah! Here come the ladies! And

they've got to weigh over 150 pounds to get into the race, too. One, two, three—Go! Well, I'm betting on the one with the white dress!

*Mrs. Bunny:* They all have white dresses on, goose!

*Bunny:* Hold on, my dear. Don't call me names like that; remember, I wear fur and not feathers!

*Mrs. Bunny:* Nobody would believe it, the way you fly up whenever you get angry. But see, Mrs. H. B. Howard is ahead!

*Bunny:* And so she is! Bully for her! And here comes Mrs. Davis following close behind—and Mrs. Frank Mahurd! Come on, girls! You're all girls to me. Fine! That's what I call running! Run back now, and get your prizes. Chip, chip, chatter, chatter!

*Mrs. Bunny:* Will you watch for a minute or two while I go in to look after my supper? There's no use in taking chances; we'd better be sure of something, don't you think?

*Bunny:* Right. I'll watch. (Mrs. Bunny goes in. Bunny watches for half an hour. Mrs. Bunny reappears, with her hair brushed back and white apron on.)

*Mrs. Bunny:* Well, what's the news?

*Bunny:* Oh, you missed it! Richard Connelly won first prize in the race for boys from 7 to 16 years, and George Schmidt came in second. In the girl's race, little Francis Raymond came out first, and Virginia Brown second. The nail driving contest was a peach. Machinist John Chesley came out ahead of the men, and Carpenter Foreman S. A. Reagan came in second; in the women's contest, Engineer Connelly's wife won first prize and Mrs. W. Stewart second.

*Mrs. Bunny:* And didn't they give a prize for the oldest Veteran?

*Bunny:* Sure! Daniel Kelly got that, and a fine box of cigars it was, too. And the oldest widow of a Veteran was Mrs. Beecher, widow of the late Passenger Con-



Beautiful Buckeye Lake, near Newark, Ohio, wh...



ductor J. S. Beecher. I won't tell you out loud just how old she is; I'll just whisper it. (She's 67 years old.) I think she's a real sport for telling it, don't you?

*Mrs. Bunny:* You bet. And who's the happy woman over there?

*Bunny:* That's Mrs. John McGreevy. She got the prize for having the largest family on the grounds. Gee whiz! They never saw ours, did they? Well, you might know that Murphy got the fat man's prize. They gave him a kiddie car. Oh, my old woman! If you'd only seen him trying to ride it. He'll need lots more practice, I'm thinking. And they gave the old lady from Baltimore an apron for coming the longest distance. Then, if she didn't turn around and guess the number of grains in a bottle of rice and get a great, big aluminum tea kettle. My, but she's proud of 'em! Only thing's bothering me, I'm wondering what an old maid wants with a tea kettle. To make tea with, I guess, eh?

*Mrs. Bunny:* Certainly. But look, will you! They're spreading the tables over here and getting ready to eat. Oh, my! Did you ever see so much fried chicken in your life? And there are boiled eggs, and deviled eggs, and pickled beets, and chow chow.

*Bunny:* And chocolate cake, and salads, and coffee. Look, and there's ice cream! They had it at their last picnic. I wonder what it tastes like. That's one thing of which there is never any left over for squirrels. Now they're all sitting down to eat. M-mm-mm! I'm mighty glad they didn't have any squirrel soup! Here they come—Machinist Teagarden, Conductor J. C. Richardson, and pensioned Freight Conductor Thomas McDermott. And little Freda Brown and Esther Mulquin, who won the prizes in the peanut walk. I'll bet they're hungry, too. By the way, I forgot to tell you that Engineer Frank Howard and Section Foreman J. Bushew won the prize in the race for men over 60

years old. Who would think that they're sixty? Little Johnny Walker and Jimmie McGreevy won in the ball throwing contest. Come, let's let them enjoy themselves while we go into our house and eat some nuts before I disgrace my family by jumping down into the middle of that table.

(Go down into hollow of tree. Reappear an hour later.)

*Mrs. Bunny:* Well, do you see any chance of getting any bones?

*Bunny:* You bet! There's a big pile of 'em right under the table where Mr. Sheats is sitting. But here comes that dog. No, he can't eat them all. There are lots and lots, and only one dog. They're all leaving the tables now, and they're having a hard time to get up. Some of those skinny folks look mighty fat now. My stars! Where do you suppose Mr. Garvey is going with that grin on his face?

*Mrs. Bunny:* He's heading for the pier. Making his—Sakes alive! He's going in swimming! Get your hat and we'll scamper down and see him dive. Oh, just see the folks in bathing. And there are some divers among the girls, too. I'll bet it's fine to have bobbed hair and not have to bother about getting it wet, eh? And there are the little folks, the babies and their mothers, all in the water. And the young folks are swinging out over the water in those jolly swings.

*Bunny:* Whoo-ee! Here comes John Garvey! I wonder that the springing board will hold him. See him running. Jimminy! There he goes—off into the water, headfirst. Hello, there he is, up again, and everybody's watching him. Mrs. G. is sitting on the pier holding his clothes. She hasn't any idea of going back to Wheeling tonight with a husband wearing a bathing suit. Ouch! What a dive!

*Mrs. Bunny:* And see! The folks, old and young, all of 'em are going over to the dancing pavilion, where they'll have the regular Baltimore and Ohio dance. I can

see Frank Howard and Dave Murphy, and the whole gang of 'em, swinging their partners in a waltz. Oh, what fun it must be!

*Bunny:* Old Woman, Old Woman! We've certainly forgotten something. The island is deserted, and that pesky dog will have all the bones. Let's hurry back and gather them up and take them home to the children. (Run back to piles of bones, etc., under the tables.)

*Mrs. Bunny:* Oh, Bun, I say, isn't this fine? There's enough chicken left for our breakfast in the morning.

*Bunny:* And if only they'd have a picnic every day, we could just sit around and wait for them. We'd never have to bother about hunting all around Buckeye Lake for nuts for winter. We could just store up chicken bones.

*Mrs. Bunny:* Yes, silly! And then you'd be so lazy that you'd go and get as fat as—well, as fat as some human beings that I know.

*Bunny:* Yes, Old Girl, I guess you're right.

*Mrs. Bunny:* As usual.

*Bunny:* As usual.

#### Has Solved Similar Cases

Dear Editor: I am a young girl of 23 and am told that I am fascinatingly beautiful. Two boys love me. They are motherless twins. I love them both, but they fight dreadfully over me. Dear Editor, is it possible to love two men at once? And how can I keep them from fighting over me?

Beautiful Bella.

Dear Beautiful Bella: Yes, it is possible, but not feasible. Have you met the father yet? That might solve the difficulty.

*The Bughouse Bugle.*

And you say you lost control of your car? Yes, I couldn't keep up the installments.

—Judge.



The Newark Veterans made merry on August 17



# Women's Department

Edited by MARGARET TALBOTT STEVENS

## A Week's Lunches

Put these into your husband's dinner pail and he will have a smile for you when he comes home

By Mrs. Charles H. Shipley, Wife of Conductor, Baltimore, Md.

**Monday**  
Chicken salad sandwiches (made of chicken left over from Sunday)  
Fruit  
Cake

**Tuesday**  
Ham sandwiches  
Apple pie  
Doughnuts

**Wednesday**  
Cold roast beef  
Potato salad  
Bread and butter  
Cup custard

**Thursday**  
Cheese sandwiches  
Raisin Bread  
Apple or orange  
Pickle

**Friday**  
Combination sandwiches (made of cold veal, hard-boiled eggs, celery, lettuce, mayonnaise dressing)  
Deviled eggs  
Lemon pie

**Saturday**  
Cold slice of ham  
Preserves  
Bread and Butter  
Vegetable salad  
Cake  
Fruit

Suggestions:

With every lunch pack a paper napkin. Arrange the lunch box as tastefully as possible. Workingmen's lunches should be dainty and appetizing as well as wholesome and strengthening. Coffee, iced tea, iced cocoa, or buttermilk may be added to each day's menu. These are carried in a thermos bottle, the essential adjunct to the dinner pail. I might also add that a smile and a kiss packed in with the lunch will keep a man well nourished and in a good humor. The way to a Railroader's heart is through his dinner pail.

## Lick the Bully

ERNEST THOMPSON SETON told a story at the Rotary Club in New York last month that carries a lesson to every man and boy in the country.

E. T. S. conducts a boys' camp in Connecticut. To his camp come all kinds of boys: big boys, small boys, strong boys, weak boys, good boys and bad boys—boys who are full of courage and boys who are full of fear. It is the aim of E. T. S. to send these boys away with more strength, more courage, more manliness and better morals than they had when they came. But the aims of E. T. S. have no place here. It is his story we want to tell.

There drifted into camp one day a mite of a boy. He had small legs and small arms. He looked starved in body and in mind—and was. To put that boy in among the other boys in camp seemed like throwing a sheep to a pack of wolves—and yet it had to be done.

"Boys have a sixth sense in sizing up their companions," said E. T. S., "and it took less time than it takes to tell it for the boys in camp to size up the newcomer, and it took the camp bully even less time to tell that his meat had arrived.

"The camp bully was a big boy—big in body but not in mind, so he started out to terrorize and humiliate the new boy. Everything he could do he did to make that small

boy uncomfortable. He couldn't strike him—that would not be permitted—but in every subtle way that he could annoy him he did. The small boy was in constant fear.

"After the small boy had been terrorized for several days and I saw how things were going, I called the small boy to me and told him I could not side with him. If I did he would lose the respect of all the boys—that the only way a boy could get along was to fight his own battles and prove his own valor.

"That boy who is annoying you," I said, "is a big bluff. If he weren't he wouldn't pick on a small boy like you. He's all bluff

and the only thing for you to do is to lick him. Will you do it?"

"And the little fellow with tears in his eyes said, 'I'll try.'

"Then I told him how to do it.

"You've only got to hit him once," I said, "and he'll lie down because he's a coward. When he starts to fight he'll swing his arms and yell and make a rush for you. Don't try to strike him. Just put your head down, cover your face with your arms and when he comes at you just butt him in the stomach." The small boy said he would.

"Then I called the boys together and told them that we were going to have a fight—that I didn't usually approve of fighting, but that the conditions were unusual—that one of the boys had been abused and ill-treated and that he insisted on showing his companions that he was entitled to their respect, not to their derision.

"The boys made a big ring. They all wondered who were to be the fighters. After the ring was formed little Johnny stepped into the center and called out the bully. The other boys were all surprised. They couldn't understand little Johnny taking on such a task. The bully was the most surprised of all, but there wasn't anything for him to do but to step forward.

"He hesitated a little, then he came up to the scratch. He acted just as I thought he would. I'd seen many camp bullies before. Little Johnny did just what I told him to do and it worked out just as I thought it would. In less than a minute the bully was lying on the ground shouting 'enough' and little Johnny was standing over him bright-eyed, face smiling, chin up and chest out.

"The boys named him 'Little Thunder.' They put him on a mental pedestal and he never had any more trouble either with the bully or with any of the other boys."

We've told this story because there is a big bully stalking about today. Some people call him "Hard Times." He's got a lot of men licked. He grins at them and they wilt. But this bully isn't nearly as formidable as he seems. One good poke in the stomach will put him out of business. Let's get together and give him that one hard poke.—*Vulcan Bulletin*



"MA" HAMILTON AND HER FAMILY

You all remember "Ma" Hamilton's recipe for the pumpkin pie that "Pa" Hamilton's mother used to make. Well, here's the whole family. Left to right they are: "Ma," Forrest, Ruth and "Pa." "Pa" (Charles W.) is with the Baltimore and Ohio at East Side, Philadelphia, Pa.



## Anna's Surprise Cake

By Mrs. Harry S. Fleming  
Fairmont, W. Va.

Mix together one and three fourths cupfuls of flour, one cupful of sugar, and one teaspoonful of baking powder. Drop the white of an egg into a measuring cup, add butter to half-fill the cup, and then add milk to finish. Pour into the flour mixture and beat hard for five minutes. Add flavor to taste and bake in a moderate oven.

Icing: Yolk of one egg, rind and half the juice of one lemon. Beat in powdered sugar until stiff.

## A Quickly Made Cake

Contributed by Mrs. H. L. Stires

Two cups flour, two teaspoons baking powder, one cup sugar, a pinch of salt. Mix all these dry ingredients. Then mix together one scant cup of milk with two eggs. Beat this into the dry ingredients. Melt a half-cup of butter and add. Flavor with vanilla and bake in moderate oven.

For the icing, melt two tablespoons butter. Add all of the XXXX sugar that it will take, two tablespoons cocoa, and flavor with vanilla. Thin with cream to the desired consistency.

## A Magazine for Business Women

A new magazine for women makes its first appearance in September, and if it lives up to the aims and aspirations it voices in the attractive prospectus sent out in advance, it will undoubtedly be "some magazine."

THE BUSINESS WOMAN will fill a big gap in the lists of women's magazines, for it will be the only one devoted exclusively to the interests of the self-supporting girls and women in business, trade, industry and the professions. It will be national in scope and will have no club, political nor religious affiliations. It is to stand for the best in every way that life has for the self-supporting woman today.

Beside delightful fiction, good illustrations, articles of general interest and on timely subjects, there will also be real stories of women who have made good, who have reached the top in some specific line, and who through the pages of THE BUSINESS WOMAN will deliver their own messages of encouragement and help to all those who are still struggling on the ladder of success.

Special articles will tell of the opportunities that the various fields, commercial, mercantile, industrial and professional, have to offer in the way of careers for the ambitious girl or woman; while a number of departments covering book and dramatic reviews, fashions, beauty hints and the thousand and one activities that go to the making up of a business woman's life, all combine to make a magazine that promises much for the progress and development of the woman in the business and financial world.

## Sauer Kraut without a Smell

By B. A. Oatman, MAGAZINE Correspondent, Newark, Ohio

HER troubles were over. She had learned of a way to cook kraut without filling the house with the usual offensive odor. Mrs. Smith had told her and Mrs. Brown forthwith secured a can of the kraut, placed it into a kettle of boiling water, expecting that she could thoroughly heat it without even opening the can. It was only a few minutes before there was an awful noise in the kitchen. On arrival Mrs. Brown found the kitchen looking like the inside of a hut on the Hawaiian Islands. The kraut hung like grass from the ceiling, light fixtures and pictures which happened to be hanging in the kitchen. It happened also that Mrs. Brown had a picture of her Uncle Robert hanging on the wall near the scene of the accident. One look and my, how she did cry, to think that such a thing had happened in her house! The picture

of Uncle Robert was literally covered with sauer kraut, and Uncle Robert seemed to be making a vain effort to still look down on his niece with that endearing smile.

No kraut served at the Brown home that day. The decorator spent several days renewing the wall paper and with paint and kalsomine. They now serve kraut in the old fashioned way at the Brown home. Sometimes the old way is the best.

## See What Our Little Folks Are Doing

Did you read the two "honest-to-goodness" honor notes on our Children's Page of the July issue? We're willing to bet our last summer's organdy that these two little fellows have "Safety First" parents.

### Dear Women Readers:

We have all heard a great deal on the subject of "Suggestions" in connection with railroad work. All employes have been invited to offer suggestions to improve the operation of the Baltimore and Ohio. Whether or not this invitation has always seemed to apply directly to our railroad men, or whether our women and girls have not given careful consideration to the subject, we are not prepared to say. Railroading is naturally a man's subject—or it has been; just now, however, with many of our women entering new fields of work, and even new fields of railroad work, we may safely say that there is a big opportunity for all of us to make suggestions that will help to prove that women are capable of doing real, helpful things; that they are capable of holding real jobs; that we are interested in the Company on which we depend for our living in a way other than the actual amount of money which it pays us.

Down on the Gult, Mobile & Northern Railroad there are some girls who are getting busy. In a recent issue of the G. M. & N. News there appeared two articles, one written by Miss E. A. Garrett, the other by Mrs. Gertrude Johnson, both dealing with suggestions for better operation. Miss Garrett speaks for honesty with other roads, with the public, and with ourselves; loyalty, sympathy and courtesy. Mrs. Johnson has a business-getting article. She also suggests that a sign be posted in every waiting room and on every passenger train, reading as follows: "THE INSTRUCTIONS TO OUR EMPLOYEES ARE TO HELP US GIVE YOU BETTER SERVICE. IF YOU ARE NOT WELL SERVED THE MANAGEMENT WANTS TO KNOW IT."

Not a bad idea, is it? And yet Mrs. Johnson probably did not have to work hard to think of it. You could have thought of the same thing; perhaps you have done so already, but you simply failed to mention it to somebody. Don't you believe that you have a single idea that would help in some railroad improvement? I believe that there are thousands of ideas in the brains of our Baltimore and Ohio girls that are just waiting for an inspiration to push them into words. I don't care if you wear bobbed hair, savage earrings, or horseshoe waves—these make it all the more important that you show your ability to do things in spite of what arguments there are to the contrary. As long as we are in the business, let's stick to it for all we're worth.

Is there something about the Baltimore and Ohio that you don't like? Have you found the remedy? Is there something that you do like but that you believe that you could improve on? Let's have it!

Yours sincerely,

Margaret Talbot Stevens



# Belts, Bows and Buttons among the Season's Color Extravagances

By Maude Hall

**B**ELTS, bows and buttons are the season's color extravagances, but more moderation is expressed in gowns. A frock designed for stout as well as slender figures is in periwinkle and tan check material, combined with tan crepe. The side panels on the skirt and the deep collar are edged with picot points of the crepe. The waist closes at the left side edge of the inserted vestee. The back extends over the shoulders, joining the gathered shoulder edges of the front.

Another model equally impartial in its becomingness is designed of striped cotton sponge and made to be worn with separate blouses. The front is deeply slashed and bound with braid, this trimming being repeated on the large armholes and the pockets. The belt is a colorful affair in suede with a buckle equally as spirited in tone. The shoulders are quite long and the neck edges are caught together under the round collar of the plain white dimity blouse.

Despite the reaction against black, it is returning to favor and from all reports intends to contend for first place among fashionable colors. Lovely frocks of black crepe roma and Bengal crepe are among the newest designs.

The most dangerous rival of black is brown, and the nearest competitor of brown is navy or midnight blue. For afternoon and indoor wear, sand, beige and nude are exceedingly fashionable colors, both here and abroad.

The exception to the rule of the straight-line one-piece frock is found in the outfit composed of skirt and blouse, which may be worn separately also. The season offers

a number of unusually attractive models. In one the blouse, of sand color pussy-willow taffeta, closes in front through an applied plait band. The back of the blouse extends over the shoulders, where it is joined to the gathered fronts. Tiny frills



1210

of self-material outline the collar, cuffs and plait at the front through which the blouse fastens.



9980

The skirt is of a simple, elegant style and may be developed in a variety of fabrics. Serge, tricotine, tweed, sports satin, etc., are all in good taste and may be had at moderate cost. The skirt has a two-inch raised waist-line and closes at the left side seam. There are gathers across the back and at each side of the front gore. There are inserted pockets, which may be substituted for patch pockets, or omitted entirely.

DRESS No. 1203. Sizes, 34 to 50 inches bust. 35 cents.

DRESS No. 1251. Sizes, 34 to 44 inches bust. 35 cents.

DRESS No. 1260. Sizes, 34 to 50 inches bust. 36 cents.

DRESS No. 1248. Sizes, 34 to 50 inches bust. 35 cents.

DRESS No. 1259. Sizes, 34 to 44 inches bust. 35 cents.

DRESS No. 1210. Price, 35 cents. Sizes, 34 to 44 inches bust.

9980. Ladies' Slip. Size 36 requires 2 3/4 yards 36 or 40 inch material.

The slip has a straight upper edge and slips on over the head. Ribbon may be inserted through the hem at upper edge and tied in front. The slip is slashed in



Dress 1203

Dress 1251

Dress 1260

Dress 1248

Dress 1259

35 cents each number

### WOMEN READERS !

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md."

Try our pattern service—five days from day you mail order to day you get pattern.

Name.....

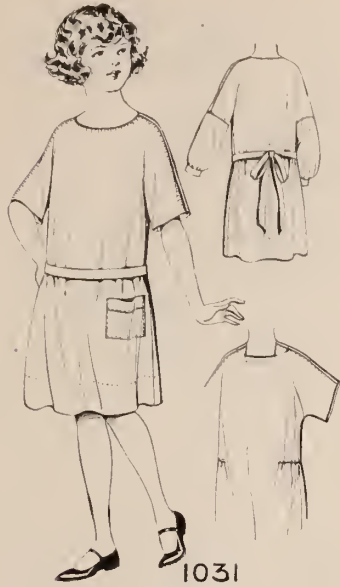
Street.....

City..... State.....

Size.....

Send pattern number.....





1031

from underarm edges in front and back and the lower slashed edges gathered. Shoulder straps may be made of ribbon. To give a dainty touch a floral motif could be embroidered on the front of the slip.

9980 Price 30 cents  
 Sizes 36, 40 and 44 bust

1031. Girls' One-piece Slip-on Kimono Dress. Size 8 requires:

2 1/8 yards 32-inch material or  
 2 yards 44-inch material and  
 2 3/8 yards ribbon for sash.

If made with long sleeves, size 8 requires:  
 2 3/8 yards 36-inch material or  
 2 1/4 yards 40-inch material.

The dress closes on the shoulders; perforated for round neck in front and back and for square neck in front. The short sleeves may be lengthened with sections which are gathered to straight bands. The patch pocket may be omitted. Dress is slashed in from underarm edges in front and back, and the lower slashed edges gathered.

1031 Price 30 cents  
 Sizes 6, 8, 10, 12 and 14 years

### The Tree Across the Alley

By Martha O'Gilvie, 10 Years Old

Daughter of Painter, Sabraton Shops

IT was in Autumn. The leaves were colored. I was very ill, and I dreamed all kinds of things. I imagined that the leaves were people and that the trees were people and animals and all kinds of funny things. I have called my poem, "The Tree Across the Alley."

The tree across the alley  
 Is filled with wondrous things,  
 Animals and children,  
 And princes, queens and kings.

There are the wildest Indians  
 All climbing up my tree,

With old wildeats a-chasing—  
 Across the street from me.

There's a funny little woman,  
 As old as she can be,  
 She takes her little puppy  
 And climbs into my tree.

There are so many, many  
 Such wondrous, funny things,  
 Animals and people, too,  
 And lots of queens and kings.

### He Traveled With Them

"Suppose you had two apples, Johnnie," said a Sunday school teacher who hoped to give her class of boys a moral lesson, "and suppose one of the other boys wanted one of them. You would let him take the larger of them, wouldn't you?"

"It wouldn't be necessary, ma'am," answered Johnnie, as he surveyed the other boys of the class. "I know this crowd."  
 —The Beaver.

## Lesson in Home Dressmaking

Square Necks and Raglan Sleeves Give Extra Touches of Smartness to Little Frocks

THIS season's styles for children are unusually well-planned and simple. They are attractive without attracting undue attention, which means a lot in the consideration of clothes for youngsters. The dress featured here is of the slip-on type, having a square neck in front and back. The raglan sleeves may be long or short. It is trimmed with a picot edge of colored organdy and applique embroidery. Medium size requires 1 3/4 yards 36-inch material, with 5 yards of picot edging or embroidery for the trimming.

The front and back of the dress, to be cut according to the guide should be laid

along the fold of material, with the triple "TTT" perforations resting on the fold. The sleeve, the band and pocket, with large "O" perforations are laid over a lengthwise thread. This is important, because if the garment is cut on a thread other than the one planned in its design, the line is sure to be spoiled. For the sash, either use ribbon or cut a straight strip of material 2 1/4 yards long and 1 1/2 inch wide when finished.

Mark all notches and other symbols of construction carefully. Then, sew the sleeve to the front and back of the dress, matching double and single notches. Close seam of sleeve and the under-arm seam of dress as notched. Turn hem at lower edge of dress on small "o" perforations. Slash front and back (up and down) between the indicating small "o" perforations to slip the sash through and bind the slashed edges.

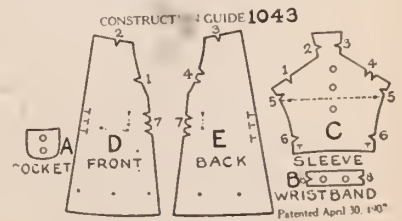
Adjust pocket on front of dress with upper edge of pocket between the indicating small "o" perforations. Slip the sash through the slashes in front and back of dress and tie in any dainty way.

The applique may be carried out in vari-colored organdy, stitched onto the apron with running or blanket-stitch embroidery.

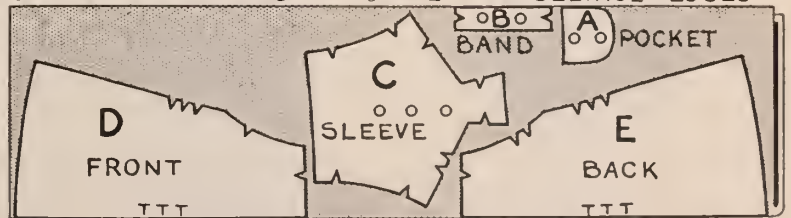
CHILD'S DRESS No. 1043. Sizes, 1 to 4 years. Price, 30 cent.



APPLIQUE  
 No 12672



CUTTING GUIDE 1043 Showing Size 4 SELVAGE EDGES



FOLD OF 36 INCH MATERIAL WITHOUT NAP

Patented April 30, 1907



### A Dainty Frock for Everyday

4117. Smart belt extensions on this dress, effected by slashes at the sides, are an outstanding style feature. The sleeve may be in wrist or elbow length.

The Pattern is cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires  $3\frac{1}{2}$  yards of 32 inch material. Serge, crepe knit and jersey weaves, also taffeta are attractive materials for this style.



4117

### An Attractive Cape for the "Little Girl"

4134. This comfortable model will please the "small person." It is appropriate for eponge, gabardine, broadcloth, serge and silk.

The Pattern is cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size requires  $2\frac{1}{4}$  yards of 44 inch material.



4134

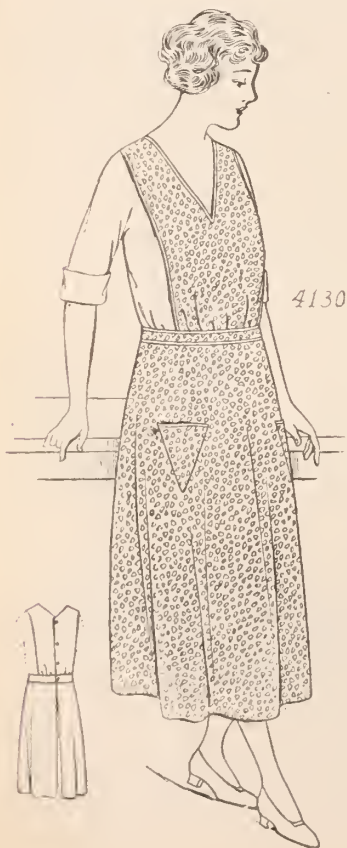


3815

### When Margie Goes to School

3815. This makes a very comfortable school dress and one especially attractive for slender figures. One could have this in striped or checked gingham, serge, prunella, velvet, taffeta, poplin, twill or jersey cloth.

The Pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires  $3\frac{3}{4}$  yards of 44 inch material.



4130

### How is This for a Nice Comfy Apron?

4130. A neat and comfortable apron, with ample skirt sections to protect the dress beneath. Gingham, percale or sateen, also muslin and lawn may be used for this style.

The pattern is cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires  $3\frac{1}{8}$  yards of 36 inch material.

### When Milady Takes a Walk

4122. Fashion has put her smartest lines in this creation. The sleeve and collar are new and attractive. Serviceable pockets are concealed under the neat tabs. As portrayed, checked eponge and linen are here combined. One could have this in gabardine with contrasting material for trimming.

The Pattern is cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires  $4\frac{5}{8}$  yards of 44 inch material. To trim as illustrated requires  $\frac{5}{8}$  yard of 44 inch material. The width at the foot is  $2\frac{1}{4}$  yards.

Pattern mailed to any address on receipt of 12c in silver or stamps.

Send 12c in stamps for our UP-TO-DATE FALL & WINTER 1922-1923 BOOK OF FASHIONS.

### Pattern Prices

Any Pattern, ON THIS PAGE ONLY, sent to any address on receipt of 12 cents in stamps. Use coupon on preceding page.



4122



# Auditor of Passenger Receipts Office Has Officers as its Guests at a Fine Picnic

By E. B. Hoppman, Magazine Correspondent

**W**ELL, it's all over now but the shouting. Yes I mean the Office Picnic at Miller's Park on Saturday, July 29. Say, did we have a good time? I'll say we did. Thanks to Messrs. Finn, Billmeyer and Miller, the committee who made all arrangements for the big blowout, everything was ideal even to the weather. The fun started when the three special cars left Lombard and Paca Streets at one o'clock, and there was not one dull moment until the jolly crowd returned to the city at 9.30 Saturday night.

We are proud to have had with us the following from among our officers. Senior Vice President George M. Shriver, Assistant to the President James S. Murray, Comptroller J. J. Ekin, Assistant Comptroller J. P. O'Malley, Assistant Comptroller W. D. Owens, Superintendent Relief Department and Mrs. W. J. Dudley, Assistant Treasurer J. Q. McComas, Auditor Freight Claims J. F. Schutte, Auditor Merchandise Receipts W. E. Rittenhouse, Auditor Coal and Coke Receipts L. A. Lambert, Auditor Passenger Receipts C. H. Poumairat, Assistant Auditor Passenger Receipts and Mrs. Louis M. Grice, General Accountant and Mrs. O. J. Rider, Assistant Auditor Disbursements S. W. Hill, Chief Clerk to Auditor Passenger Receipts G. W. Jentner.

Immediately on our arrival at the park, luncheon was served. At 2.30 a game of baseball was played between the two clubs of the office, namely, the Never Wases and the Has Beens. The game was most interesting. Catcher Fussy Seems almost caught a foul ball, but, not wanting to hurt his hand, dropped it. Then he picked it up. The brilliant play of the day was made by

Short Stop Charlie Lewin, when he caught a hot liner 'way over back of third base. The real hero of the game was none other than Comptroller J. J. Ekin himself. Mr. Ekin was called upon to pinch hit for J. O'Keffee. He made a two-base hit.

When the game was over, the contests began. The first was a watermelon eating contest, in which I, E. B. Hoppman gallantly ate my way to victory. The potato race for ladies was won by Miss Lang, while Miss Lee Adele McNally carried off the honors in the stout girl's race. And she carried her weight well.

In the thin girls race Minnie Lang was again victorious. We wish to state that Minnie surely can run. Among the winners in other race were George Lewis and Mr. Smith. A swimming contest between James Zimmerman and Walter Seems was also an exciting event.

Supper was served at 6.00 p. m. and every one certainly was treated right. Pap Purdy and Tom Cook were popular figures with their white aprons behind the bar, passing out all the soft drinks and ice cream you wanted. Excellent music was obtained for the occasion and dancing was continuous from 2.00 until 8.00 p. m.

At 8.30 the special cars arrived to take us back to the city and this was the end of a perfect outing. I want to say, and I'm sure that everyone who was present agrees with me, that the Committee deserves great credit for the great success of this picnic. We, one and all, thank you, Messrs. Finn, Billmeyer and Miller, for the fine time that we enjoyed.

Next year we are going to take a camera so that we can give the readers of the Magazine a peep at our celebrities.

## Claim Prevention Don'ts

By H. L. Gandenberg

Chief Clerk

Office of Assistant to General Freight Claim Agent, Cincinnati, Ohio

### Don't

- Cause freight to be handled roughly.
- Leave car doors open and unsealed.
- Allow freight to stand on platform in rain.
- Ignore instructions given you by Supervising Agents.
- Make any errors in mailing way-bills.
- Pile freight too high in car, or light boxes under heavy freight.
- Receive freight that is not properly marked and packed.
- Enter a car of explosives with matches or lights exposed.
- Violate your loading instructions.
- Enter with freight a car that is defective, with leaky roof, etc.
- Neglect to clean cars before loading.
- Tear shipments of woolens by using hooks.
- Imagine you know it all, but consult your instructions.
- Overlook defective containers.
- Neglect to observe these pointers, which will prevent claims.

### Hire Out to Yourself

- Some day, when you feel gay,  
and you think you deserve a raise  
For your valuable services,  
I tell you what to do:  
You put the shoe on the other foot and hire  
out to yourself.
- Just for a day or two,  
Put yourself in your employer's place  
And keep tab on the work you do.  
Let's see!
- You were late this morning.  
Only ten minutes?  
That's true, but whose time was it?  
You took pay for it,  
Therefore you sold it.
- You can't sell eight hours of time and keep  
part of it—
- Not unless you give short measure.  
Then again, how about that passenger you  
rubbed the wrong way?
- Not your funeral, you say?  
Maybe, but you are paid for building busines,  
Not driving it away.
- How about that work you had to do over?  
You're not paid to be careless,  
You're paid to do work well.
- Not twice over,  
But once, that's enough!  
Then do it right!
- That's what you would say  
If you worked for yourself.
- Hire out, then, to a man named  
"You" and imagine it's up to you  
To meet the payroll.
- Then see what difference it makes  
In the point of view.  
Say, try it once,  
For a day or two.



"Pop" Purdy and "Tom" Cook passed out the liquids





## Who Can Solve These Puzzles?

SOME of you little people have been reading about the puzzles on Mr. Pryor's puzzle page, "The Realm of the Riddle." but did you think that there would be a lot of puzzles for you, too? Well, here are some. If you can solve them, send in your answers to Aunt Mary. Next month there will be more puzzles, for Mr. Pryor has sent a nice lot of them. Let's see who will be the first to answer. There are no prizes given for best answers just yet, but there may be some time. In the meanwhile, practice on these.

The following puzzles were written by two grown-up men, especially for you little folks. One calls himself Mr. Oyster; the other calls himself Mr. Towhead.

### No. 1. RIDDLE

(Each asterisk in the last line represents a letter in making the answer)

Little Miss Midget  
Sat in a high chair,  
She was reading a book  
And exclaimed, "I declare,  
Here's a curious word,  
Without head or tail!"

You may guess what it is  
And send it by mail;  
Or have it all ready  
When I come to call;—  
I'll catch you—O, well,  
It's just \* \* \* \* \* at all!

By Mr. Towhead, Lafayette, Ind.

### No. 2. RIDDLE

What makes a cat chat?

By Mr. Towhead, Lafayette, Ind.

### No. 3. PUZZLE

#### HIDDEN FRUITS

Concealed in these five sentences are five different fruits, spelled out in consecutive letters forming a part of two or more of the words in each sentence. As an example, the answer to number one is "peach" and is formed by the last two letters of the word "ape," the following letter "a" and the first two letters of the word "cherry."

- (1) The boy gave the ape a cherry pie.
- (2) That little chap pleases his mother.
- (3) The yellow cur ran to his master.
- (4) The plumber fixed the leak.
- (5) That girl has her cape arranged nicely.

By Mr. Oyster, Baltimore Md.



Lillian Reay, who wrote the story of her trip to St. Louis, is seen dancing for our Little Folks

## My Trip to Chicago

By Lillian Reay, Baltimore, Md.

LAST month I told you about my trip to St. Louis. Now I shall tell you about my trip to Chicago, on July 1. We left Mt. Royal Station on Train No. 15, in Pullman No. 76. We had another good porter, who would give you any information you wanted concerning the trip. On the next morning we had a fine breakfast on the train. The diner was in charge of Mr. Sipp. At nine o'clock we arrived in Chicago, which means eight o'clock, Central Time, and we went right to the hotel where we were going to stay.

The first sight-seeing trip we took was down to the great Lake Michigan, which was very rough. We spent the entire time down on the lake shore, where there were many small boats for hire. We did not go out, however, for the water was too rough.

The next place we went was into Lincoln Park. They have many animals here; it is a regular zoo, and is also on the Lake. Many people go there and go in bathing. We did some shopping and bought many things to bring back with us.

We left Chicago on July 4, Train 16. We had the Baltimore and Ohio Special Lunch in Mr. Payne's dining car. It was delightful, and the ice cream—oh, I thought I'd never get through with it; it was such a large dish.

To my surprise, when we went out to dinner, we found Mr. Payne again, and the same good waiter, who had given so much ice cream for lunch. We had the best chicken dinner that I had had for a long time, and the waiter, knowing how I liked ice cream, gave me still more than I had



John Gianfagna, who drew this picture, lives at New Brighton, Staten Island, N. Y.





Hurrah for the ice cream triplets! Drawn by Elsie Elizabeth Ganzer, Jessup, Md.

had for lunch. It was so much that my mother had to help me finish it.

After dinner the people in the Pullman felt so good that they were all in a good humor. My father had bought me a ball in Chicago, so one of the men played ball with me, and we had a good time. We all arrived home safely.

If you want good service, travel always by the Baltimore and Ohio, and be sure to eat in the diner.

### Dear Girls and Boys:

How glad I am that so many of you are entering the contest for Safety! And what makes me so pleased is that so many of those who failed to win a prize in the Home Town Contest are showing what real little men and women they are by entering the Safety Contest. That's just fine!

You have, by this time, begun your Safety lists of the little things that you have done to make yourself and other people safe—to keep even the very smallest accidents from happening. I am going to have a group of judges tell me just how much I ought to count for each item on your lists. Your papers will then be marked according to number, just as your teacher marks your examination papers. Then, those who have the highest marks get the prizes. There will be lots of prizes, and I shouldn't wonder if there wasn't something for 'most everybody.

A little girl told me that she lives in the country and that there was nothing to do to help people to be safe there. What do you think of that? Let's think of the many things that this little girl could do in a single day. This is what a little boy who lives in the country told me that he did. He got up early one morning, and as he started downstairs, he saw a pair of shoes that his little brother had left on the stairway. The stairway was dark and it was

possible that somebody might stumble over those shoes; Dick picked them up and took them back to his brother's room where they belonged. That doesn't seem like a big thing to do, but suppose his mother had fallen over them in going down the steps. Dick had done almost as much as if he had asked Mr. Brown to stop, look and listen before he drove his car across the railroad tracks.

Then Dick went downstairs and out on the porch to get the paper. There in the floor of the porch was a big splinter that had splintered off. He picked it up, and told Daddy, who fixed the place before breakfast. At the table, Little Brother dropped a cup. It fell to the floor and broke into many pieces. Dick got the dustpan and broom and swept up the pieces before they had a chance to stick into somebody's shoe. That morning he fixed Little Brother's wagon so that it wouldn't fall apart while the little fellow was riding in it; he suggested to mother that she wear a pair of old stockings on her arms when she went for berries, so that her arms might not get scratched; he picked up several pins from the floor; he amused the baby so that she wouldn't get into mischief while Mother

was out; he asked the hired man to fix his hook so that it wouldn't break again, and he took a green apple out of Baby's hands.

There are nine things that Dicky did for Safety—all in one morning—and I am sure that your lists will show me lots and lots of things that other little folks can do, whether they live in the country or not. Send them before October 10.

Yours lovingly,

*Aunt Mary*

ADDRESS:

Aunt Mary  
Baltimore and Ohio Magazine  
Mt. Royal Station, Baltimore, Maryland

### Making Him Toot

"Willie!"

"Yes, mamma."

"What in the world are you pinching the baby for? Let him alone!"

"Aw, I ain't doin' nothin'! We're only playin' automobile, an' he's th' horn."

—Louisville Courier-Journal.



This is Marysville, Indiana, Station, where Dorothy Cassady's daddy is agent. Here also is a load of chickens, etc., all ready to go out on the train. It must be lots of fun to watch them, isn't it, Dorothy?





# Safety Roll of Honor

## Staten Island Lines

**Fireman Edward Barrett.** July 31. Noticed two small boys playing on trestle at Old Town Road Bridge as train was descending Arrochar Hill. Shouted to Engineer, who applied emergency brakes, but who was unable to stop train short of the bridge. Realizing possibility of boy being struck by engine, Fireman Barrett left cab, got out on running board, and as train was about to pass, caught hold of the boy, lifting him clear of the engine. The boy's shirt gave away and he dropped 20 feet to the street below. Train stopped. Fireman went back to boy, picked him up and carried him on train to South Beach. Here ambulance surgeon found boy uninjured.

**Telephoner O. M. Bendig.** July 19. Observed and reported to Dispatcher's Office, hole, 5 feet in diameter, beneath ties of both rails in westbound track, 50 feet from A. K. Office. Westward track put out of service until this dangerous condition made safe.

## Baltimore Division and Baltimore Terminal Division

**Brakeman G. T. Hopper.** July 15. Westport. While working with engine No. 376, noticed broken rail on Long Siding. Reported condition to Conductor T. W. Lafferty, who, although after working hours, had section foreman repair track.

**Conductor M. Mundie, Brakeman F. A. Ebberts.** July 16. Curtis Bay Yard. Observed brake beam dragging under car B. & A. 16270, pulling out of yard, engine No. 4010. Went to Sea Wall Tower and notified operator. Train stopped, brake beam removed. Possible derailment averted.

**Brakeman L. J. Bocdry.** July 25. Mt. Clare Junction. Noticed broken flange on Baltimore and Ohio 172006. Notified yardmaster.

**Patrolman G. W. Hisley.** July 31. Bay View. Observed brake rigging down, Baltimore and Ohio 147573. Notified operator. Train stopped and brake rigging adjusted. Slight delay to train. Possible derailment averted.

## Cumberland Division

**Brakeman B. H. Grayson.** August 6. Keyser Yard. Observed cracked wheel in Western Maryland car 11392. Immediately reported condition to proper authorities. Car set out.

## Wheeling Division

**Agent E. E. Higgins.** August 6. Sandyville, W. Va. No telephone being available, took his car to the break. Notified by Mr. Lewis Clem of broken rail. Flagged Train 768, near Meadowdale, while off duty.

**Mr. Lewis Clem.** August 6. Near Meadowdale, W. Va. Discovered broken rail. Went to home of Agent E. E. Higgins and notified him in time to flag train No. 768.

## Observations Made by Operators, Cumberland Division, May, 1922

Date	Train	Engine	Operator	Location	Shifted Loads	Brake Rig'n Down	Projection From Car	Hot Car Box	Brakes Sticking
1	Ex. E	4410	J. L. Schroeder	Martinsburg	I				
19	"	4402	J. L. Schroeder	Martinsburg		I			
21	"	4405	J. L. Schroeder	Martinsburg	I				
24	Ex. W	4443	J. L. Schroeder	Martinsburg			I		
26	Ex. E	4422	J. L. Schroeder	Martinsburg	I				
31	Ex. W	4411	J. L. Schroeder	Martinsburg				x	
31	Ex. E	4405	J. L. Schroeder	Martinsburg				I	
20	Ex. W	4405	W. F. Andes	Harpers Ferry					I
26	Ex. E	4422	O. P. Freshour	Sleepy Creek	x				
29	"	4431	R. W. Cross	Engles	I				
31	"	4420	W. R. Merideth	Hobbs		I			

Cars marked x set off on line of road.

## Newark Division

**Operator H. H. Supplee.** August 10. Dillon, Ohio. Discovered brake rigging dragging on Train 85. Signalled conductor. Train stopped and trouble corrected.

## Akron Division

**Patrolman M. J. Teater.** August 11. New Castle Junction. Noticed brake rigging down on car St. L. & S. F. 124411, in train of engine 4073. Notified conductor immediately. Train stopped. Defective rigging removed.

**Brakeman E. R. Stephenson.** August 4. New Castle Junction. Discovered box bolts missing and arch bar dropped and hanging close to tier on east end of rear truck, car N. Y. C. 495681. Reported condition to conductor. Car set out and possible accident averted.

**Operator V. P. McLaughlin.** August 4. Newton Falls. Discovered fire in three different places on Bridge No. 47½, located just west of his station. Notified Supervisor G. W. Hoffman. Both secured buckets and carried water from nearby pump. Blase extinguished before any damage done.

## Toledo Division

**Operator O. M. Fridell.** August 6. Deshler. Noticed broken arch bar on

empty L. & N. gondola x4175 as train was passing. Notified crew. Car set out.

**Operator C. H. Phillipi.** August 3. Bates. Discovered bent axle. Car set out. Possible serious accident averted.

Our idea of sinful wastefulness is a pretty girl that has never been kissed.—*Humbug*

Girlie: Can you give me a couple o-rooms?

Hotel Clerk: Yes. Suite one.

Girlie: Sir!—*Goblin*.

## Bon Voyage

Passenger (from car window): Hey, you darn fool, here goes the train and you haven't put my baggage aboard.

Porter: You're the darn fool; you're on the wrong train.—*Le Rire* (Paris).



George T. Hooper

F. A. Eberts





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Buildings

#### Law Department

Correspondent, GEORGE W. HAULENBECK  
Our New General Counsel

Hon. John J. Cornwell, elected general counsel of The Baltimore and Ohio Railroad, Company, vice Hugh L. Bond, Jr., deceased took possession of his office on July 24. He was warmly greeted by the Law Department force. An appropriate mode of meeting our attorneys was adopted by the new official in inviting them to a luncheon on the day he appeared for duty. The participants report a pleasant meeting.

Though I have been in the Law Department for 41 years, we have only had two officers bearing the title of General Counsel in all that time: John K. Cowen and Hugh L. Bond, Jr. Mr. Cornwell makes the third. He stands high in the legal profession and is well fitted for his new position. And let me tell you something—he is at his desk at nine o'clock every morning!

Albert E. Frankton

With the advent of our new general counsel, Albert E. Frankton came into the Law Department. He will act as secretary to Charles Radley Webber, assistant general attorney, Mr. Horsey being assigned to other duties. It is a pleasant task to utter words of praise of Mr. Frankton, for I know him well. He was formerly in our Relief Department. Then he entered the service of R. J. Taylor Company, ship ehandlers, Baltimore, and now he is back with us again. No spot like the old Baltimore and Ohio Building after all, as I can testify from my long period of service in the Law Department.

Mrs. Gertrude Kelley, Marsden Smith's secretary, made preparations for her annual vacation in July. She had given faithful service in the office, and was quite ready for a rest. Her preparations for a respite, though nominally for herself, were really made for her mother. While arrangements were being perfected, the mother was taken ill; seriously ill, and died quite suddenly. We were all dreadfully disturbed over the sad occurrence.

One of the Company's attorneys in Indiana who is 80 years of age and still in the ring, has been in the service continuously for nearly 40 years. While receiving an annual card of travel every year, he made only one trip, going to Washington, Baltimore and Philadelphia. That was the

only time that he has been absent from his post. Never took a vacation in all that time; never took a drink of whiskey; never played a game of cards, but was always addicted to the use of the weed. This, however, he abandoned, when he attained his eightieth anniversary. These interesting facts were elicited in answer to a letter congratulating him. He is held in high esteem by the Law Department.

"Ambition has but one reward for all—  
A little power, a little transient fame;  
A grave to rest in, and a fading name."

I have always wanted to meet one of our locomotive engineers, especially one running my favorite train No. 524, for it is on this train that I am conveyed to Philadelphia every Saturday on my week end trip in such good shape that I can sleep the best part of the way if so inclined.

I maintain that a locomotive engineer is a man of courage and I told William E. Carroll, one of them, that I always feel like saluting the occupants of the big engine when the trip to 24th and Chestnut is consummated.

#### Engineering Department

Correspondent, OSWALD EDEN

"Handle the hardest job first each day.  
Easy ones are pleasures."

During the first week of August our chief engineer, H. A. Lane, Engineer of Buildings L. P. Kimball and L. A. Stinson, consulting engineer, accompanied by Mr. Lane's secretary, M. T. Chambers, made a tour of some of the lake ports of the United States and Canada, inspecting the grain elevators, in connection with the proposed construction of new grain elevators at Locust Point, which were destroyed by fire last July.

"Do not be afraid of criticism—criticize yourself often."

We have quite an athlete in Harry Roebuck, one of our draftsmen. In races held by the Maryland Swimming Club on Saturday, August 12, Harry was in three of the canoe events and won medals in each. In one, mixed doubles, paddling with a young lady as a partner, he came in second. In another, senior doubles, with another fellow, he came in first. But canoeing is not the only sport Harry goes in for. Besides being a "regular" athlete Harry is quite some lady's man. Gosh! he's a devil when it comes to wimmin!!

"Be glad and rejoice in the other fellow's success—study his methods."

Due to vacations and sickness our tennis team was obliged to call off its return match with Latrobe Park. To date, August 15, we have only played two matches, winning the first and losing the second.

"Be enthusiastic—it is contagious."

One of our young lady "stenogs" spent her vacation in the Windy City, going and coming via the Best and Only. She said that she preferred the windy city to "little old New York" any time, any day, any where. And what is of more importance, she said that she thoroughly enjoyed her trip on the train, stating that the porters and all employes she came in contact with were most courteous and solicitous for her welfare.

"Do not be misled by dislikes. Acid ruins the finest fabrics."

As a part of their vacation three of our draftsmen, H. T. Roebuck, C. W. Gabrio and L. W. Warren journeyed to Asbury Park, N. J., and from all accounts had "some time."

"Do not have the notion that success means simply money-making."

When the Baltimore chapter of the American Association of Engineers gave their annual excursion down the bay on Saturday, August 5, some of the members of this department went along and reported having a fine time.

"Be fair, and do at least one decent act every day in the year."

Mention should be made of the fact that we have another assistant file clerk, Charles K. Boxwell. At the same time the Bridge Department got a new file clerk, E. R. Gallagher, brother of our Joe Gallagher. Mr. Boxwell took the place of Edward J. Norwood, the only "beau brummel" of our department, who accepted a position as stenographer in Chief Engineer Stimson's office. Mr. Gallagher took the place of Howard F. Buffington, who left the service to enter the illustrating and advertising game.

"Honor the chief. There must be a head to everything."

Since the burning of two of our grain elevators and piers at Locust Point, the members of the drafting room have been busy preparing plans for a new terminal layout at that point.

"Have confidence in yourself, and make yourself fit."

Speaking of shirts, it appears to me that Mr. Hillcary and Henry Seitz are running a race to see who can wear a shirt with the most brilliant colors. The other day—it was a Saturday and thereby lies the reason probably—Henry came to work all decked out in a shirt that would dazzle the eyes of a bull. Mr. Hillcary is not so particular in sticking to one color, wearing everything, just so it speaks for itself.

"Harmonize your work. Let sunshine radiate and penetrate."

Several members of the tennis team entered the inter-park elimination tennis tournament held by the Baltimore News, August 19 to 26.

"Lady Jane" just returned from her vacation which she spent in the country. She says she gained eight pounds, so country life must agree with her.

"Jazz Lovers Dance to Radio Program"

"W. E. A. R.'S Concert Especially Pleasing"  
\* \* \* \* \* Thousands of radio fans throughout Maryland still feel like dancing as a result of the program broadcast last



night by The American radio station, W E A R. It was a jazz concert, pure and simple, and the director of the Novelty Five Orchestra, Gus Schell, let his musicians go the limit in the selections played. One snappy piece followed another so rapidly that it was all the operators could do to keep their heads and feet still and run the station efficiently.

"Beginning with the appropriate song, 'Dancing Fool,' the orchestra played for more than an hour and concluded with 'Teasing.' The many telephone calls received at the offices of The American after the concert gave proof that Maryland loves jazz and always wants a little more..."

—Baltimore American, July 22, 1922.

(The above mentioned director of the orchestra, Gus Schell, is assistant secretary to Chief Engineer Lane, and is a musician of repute, playing either the cornet or the saxophone.)

#### District Engineer's Office, Cincinnati

Correspondent, G. F. DAUBENMERKL

ANOTHER ENGINEER—H. L. Scribner, transitman, announced the arrival of a big boy on July 31, 1922. Registered weight 12 lbs. 4 oz. Scrib says it looks like him. We are wondering if he will follow in the steps of his Dad. "Scrib" passed the "Rasola's." Congratulations, Herbert, but the boys are afraid you will have to buy a larger size hat.

Talking about "bags." There are paper bags, and cloth bags, etc., but ask Mr. Daubenmerkl, he seems to be a good judge of bags.

#### Office of District Engineer Baltimore, Maryland

Correspondent, J. FORD COLLISON

C. L. Righter has gone into the huxtering business in addition to his position in the District Engineer's office. Every day finds him with his "little tin liz" piled up with fresh vegetables **picked daily** from his own garden. Everybody, almost, in the Engineering Department, takes a package home most every day—containing vegetables purchased from our famous Mr. Righter.

#### From Our Philadelphia Office

Will wonders never cease? At least we have found three engineers who are practicing religion, namely Jones, Little and Wich, and this is their motto "The Lord loveth a cheerful giver." They are beginning to believe that "It is more blessed to give than to receive."

We have now with us Messrs. Eddie Little, Johnny Mulligan and "Handsome" Harry Rankin, and we will quote you just for fun some of their peculiarities, taking first Handsome Harry: Harry came to us five weeks ago from the Surveys Department and is rather used to having the ladies fall for him. Only recently he made the following assertion, "he had been here five weeks and hadn't a date yet." Oh, you cruel girls of Philadelphia! Now we have Johnny Mulligan. He, too, is a handsome brute (and he admits it). However, unlike Handsome Harry, Johnny is very popular and has his greatest trouble each noon getting dressed to greet the ladies, we assume. However, Johnny doesn't admit this, and can't give us any reason for all this display of dress. As you know, this is very unusual for us "field fellows," so we will probably have to hold an investigation. As to Eddie Little, well—there is a lot of stuff we could say but won't—only we hope that concrete mixer doesn't turn over again.

For the last few weeks that Wich fellow has been pestering us in the office, although

we understand he now wishes he had remained in Newark. Just why we can't say.

Assistant Engineer Teders is having his troubles these days (but not at nights) trying to keep his figures as high as the contractor's when it comes to counting the carpenters working on the job. We recommend an adding machine as he can use it at nights also.

Bill Gwathmey's better half has gone to the country and "Bill" can now sing the old song. But confidentially "Bill" has been losing weight since he began cooking his own meals. When Mrs. G. comes back and Bill greets her at the station little Mary will ask her mother who he is.

One of the busiest men in Philadelphia these days is our beloved Arthur Alexander Boettger. Since the City let that Five Hundred Dollar contract to look at the South Philadelphia Elevation, Arthur has been absent from our midst the greater part of each day. We miss him terribly.

#### Everyday Topics

Rankin explaining how it happened Riley of the Claim Agent's office in Philadelphia coming in and rendering his thanks for our help

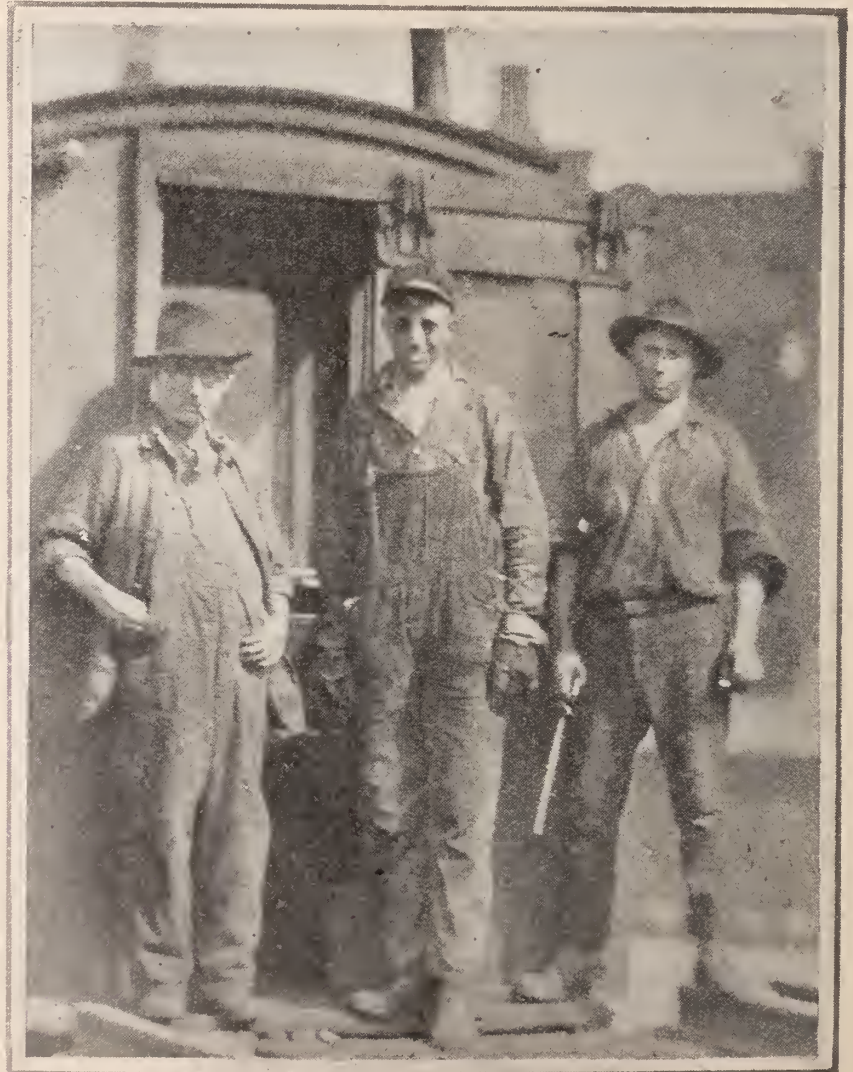
Jones, Little and Wich extending their sympathies to each other

Mr. Teders just sitting tight

#### General Freight Claim Agent's Office

Correspondent, GEORGE DOBBIN

Now that the heat of the summer is over, we can begin to give a serious thought or two to the business of living. No one who has climbed the dizzy heights of effort to fame or achievement will truthfully admit having reached success through any one of the miraculous agencies which some folks insist are essential. Genius is but another and condensed description of intelligent, constant and persistent striving after a definitely set goal. Every individual who has gotten into the habit of following the "crowd" asks how? how? and in that one query admits defeat because unable to use good judgement. No one knows better than you and I our qualities and faults. If we are honest with ourselves they loom up like the debit and credit sides of a ledger. We can, if we will, cradicate the habits that pull us down to the level of "the crowd," and, at the same time, build up our assets to make us sufficiently valuable for the higher places of responsibility. Countless numbers daily report to their allotted tasks on time; so do we. At the ring of the bell that signals quitting time, crowds pour out of the various offices, mills, factories and stores; we are in those crowds. Every individual works at certain assignments, and, having performed them, feels a sense of virtue pervade his being, although he realizes that were these duties left undone he probably would



A RIVERSIDE TRIO  
Left to right; Turntable Operator D. W. Wolf, Tender Repairman H. W. Rice and Tender Repairman Helper John Minor



be replaced. Through all this daily routine shine the rays of *hope* that make it possible. The greatest of sins are *apathy* and *lack of courage*; they father all the rumors regarding "pull" and "favoritism," and at the same time reduce the incentive to build a mental foundation that will withstand the wearing of the years. *You can reach your objective if you will.*

Which reminds us that the American Army in the recent argument "Over There" won every battle. They could have been defeated, but they weren't.

Our sincere sympathy is extended to Miss Williams of the O. S. & D. Division in the loss of her sister, who passed away after a lingering illness on August 1. There is consolation in the fact that the Guiding Hand may leave temporary sorrow for the good of all concerned.

Congratulations to "Rudy" Benfer on the birth of a husky son! All you have to do now, Benny, is to watch him grow, educate him, make a smart man of him, and then dare him to fail to come up to expectations. What? Yes, we'll have a cigar! Success to the Junior!

Following the example of several friends and associates, our Miss Sullivan had her locks shorn on August 4 last. "Aggie" sure does make "an appearance" and we're all much in favor of bobbed locks if the girls would all look like her in that style of "hair-cut." Some of them think they do but—

Earle Redding will also accept our congratulations on the birth of a fine little daughter. Things are certainly "looking up" and "Teddy" Roosevelt must feel fine when his shade visits our office and gazes upon the earnest followers of his teachings.

Not a bit daunted by all the recent happenings, our friend, E. Perine Wootton, has gone ahead (even as you and I), sat in the moonlight, held hands, heaved a sigh or two and asked Her to be His'n! Needless to say, the "sweetest girl" couldn't resist him and now the ring is bought an' everything. Congratulations!

Sergeant Harris of the 5th., M. N. G., was our sole representative at the National Guard encampment this year. We believe that this winds up another military career. Ed. doesn't seem to enjoy being told to "do things by a "shave-tail." After a few years the novelty does wear off and you can't help but feel like telling 'em where to head in.

Do your Xmas shopping early!

We have had our experience with the bowling team, the baseball teams and some of us with the poker experts who play in teams. The days are fast approaching when the football sharks, past-and-present, also think-and-hope; soon they may get out the necessary paraphernalia and start to work bumping and being bumped. We are not to be outdone by the classy individuals who speak of "country clubs" as a matter of course. Bring on the victims!

"Gene" Bahn, as he is popularly known up and down the line, claims that the one comfortable place any man can spend his vacation in—is the "living room" of a wrecking train. Even at that, Mr. Bahn seems to always find plenty of time to extend a hearty "good morning" to all the great, near-great, and hope-to-be-great folks of the Baltimore and Ohio, with whom he comes in contact.

It took him a long time indeed, but our Mr. Tyson, the Royal High Supervisor of the Piles, has at last decided to come out to the country; moreover he has his eye on Halethorpe. It's the life—chickens, garden, fresh air, exercise, trees, flowers, birds and everything. Oh, boy!

Vacations are dying slowly away. Gosh! Another year before the joyful days are repeated. The politicians seek popularity—why not legislate fifty weeks vacation and two weeks work, then you would see the boys and girls flock to the polls. However, some folks have a habit of taking a perpetual vacation and calling it work, so that it wouldn't make a great deal of difference to them anyway.

When everything looks sad and blue, the country going to the bow-wows, winter coming and coal scarce, prohibition raising the price of "likker" sky high; grocers elevating prices while the payroll rides the elevator in the opposite direction, just talk to "Texas Bill" Bowhay! Mr. Bowhay radiates sensible ideas like Old Sol radiates heat. Are you downhearted, young feller? See Bill.

Our whole-hearted and sincere congratulations to Miss Zepp on her venture into the turbulent waters of the Matrimonial Sea! We feel positive that the "rank" of Mrs. Flynn and the active "skipper" in the person of an officer of the United States Navy, will make the Voyage of Life quite safe, and with abundant love as motive power, very happy.

At the recent meeting and trip held by the Baltimore and Ohio Accounting Association, Brother "Bert" Hall (with his paper suit), was among those who represented our department. In the midst of the gay festivities, Brother Hall was heard to turn down an offer of an exceptionally good cigar (some folks have all the luck), but went on record to Mr. Shriver as being very much in favor of "another one of those hot dogs!" Needless to say we were all well represented and everybody had a wonderfully enjoyable time.

On August 11, Mr. McShane, O. S. & D. Division, was operated on at St. Joseph's Hospital for appendicitis. It is our sincere wish that a speedy recovery will follow, for we miss his cheery "good morning!" Take it easy, Mac, and it will all turn out O. K. We are all with you and for you!

#### Printing Department

Correspondents, H. R. FOGLE AND HARRY TOFT

We are pleased to announce that Mr. Callender, our proofreader, has returned to the proof desk after being absent for several weeks because of a nervous breakdown. Also we are sorry to announce that our other proofreader, Mr. Handley, is sick at this writing.

Roland Vermillion, "Red" for short, has been appointed messenger.

Since our last issue several of our members have been included in the automobile owner's class, among them being our efficient stone hand, William Haigis, and Composer Shackleford, who resides in Washington, D. C.

We wonder how it feels to be marooned out several miles from nowhere and have to walk three miles through the pouring rain with a leaky pail for gas? Ask "Slim." He knows.

M. L. Johnston, compositor, spent several weeks up and down the "gay white way" of New York, and, judging from the smile on his face, he must have enjoyed himself.

While working at his place of employment, Robert, son of Composer R. E. Hardy, had two of his fingers cut off at the first joint. We are pleased to say, however, that he is getting along as well as could be expected at this writing.

The following notice was recently posted on the Bulletin Board:

"Effective July 1, 1922, Mr. William E. Staines is appointed foreman of the press room, vice Mr. E. F. Leilich, resigned."

All the boys join in wishing Mr. Staines every success in his new position.

Willie Hopkins has been appointed porter in place of Murray Lindsay, resigned.

We appeal to the members of the Printing Departments, including the press room and the bindery, for bits of news.

#### Telegraph Department

Correspondent, DELLA M. HAIN

"I do like to hear Miss Bryan answer the 'phone. It sounds as though it is such a pleasure to do it," is the remark made to me the other day. What could be a better compliment? Do you give the same good impression to the party at the other end of the line? Watch yourself, and *do it!*

"Uncle" Frank Adams—so a little bird tells us—has been appointed "Colonel." The same little bird gave us the news concerning "Colonel" Donnelly's appointment to "General."

We are pleased to note that Mr. F. C. Beckwith, vice president and general manager of the Hamilton Watch Co., Lancaster, Pa., and Mr. Julius Armbruster, representing the Illinois Watch Factory, Springfield, Ill., called at this office to assure us of their co-operation.

Our superintendent has discontinued his mid-day meal, in the hope that it will cause a decline in his weight. May his shadow ne'er grow less! His avoirdupois may be reduced, but his worth and value to the Company—never!

Cupid has been playing checkers in our telephone exchange in the Baltimore and Ohio Building. Just recently he has taken a chance at the Office of Superintendent Telegraph. He is a little undecided yet, however, as "she" is rather "kittenish" on the subject.

As an afterthought, we want to add that anyone not acquainted with General Supervisor Time Service Donnelly, should call and see him in person, as the photograph in the July issue of the MAGAZINE didn't do him justice. He's better looking than that!

#### Transportation Department

Correspondent, L. K. BURNS

Harry Burns, another travelling ear agent, sends us word that he is the daddy of a handsome baby girl. It goes without saying that we know which parent she resembles.

Then, just to be in style with the others of his class, along comes H. F. Loelch, giving us this same information about himself and the "Missus." They've a baby girl, too, but H. F. didn't say whether she looks like her daddy or not. Whew! All of 'em are girls! Wonder what this railroad's coming to. Oh, well, Boys, I hope you'll hustle along with the cigars. I need a smoke.

We're glad to see W. C. Thiede back on the job in the Mine Rating Bureau. He worked a while up at the mail desk. S'pose he's glad to get back here, too, even if it does mean a lot of real work.

Reckon you've all seen that red sweater Miss Coplan's been knitting on, eh? When she gets it finished she's going to teach us fellows how to knit. I want a green one; Carl wants a red one, and I guess





Ruth McKay Sherry

Phil Wood—Oh, shucks! He's got a wife to knit his sweaters. When we get through with our knittin' we'll get that photographer man to make a picture of us for the MAGAZINE. Those girls shan't have anything on us.

The accompanying picture is of Miss Ruth McKay Sherry, the little daughter of Traveling Car Agent H. B. Sherry. She was just ten months old when this picture was taken, and had been saying "Da, da!" for some time; at least, that's the way H. B. translated it. You know how these proud papas rave. Anyway, she's a bright little miss, and the whole gang is proud of her.

The Mine Rating Bureau Boys will play a real baseball game with the rest of the office on Saturday, September 23. All come out and root your loudest. Girls, you'd better bring along a little grub; that game's going to be a long story, and those who root for the other side may feel a bit weak after the game.

### Valuation Department

Correspondent, G. B. SAUMENIG

Cupid has again made himself known and it is with pleasure that we have to advise that on Monday, August 14, at Harlem Park M. E. Church, Charles Ellwood Smyrk, formerly of this office, but now associated with Cost Engineer Bennett, was married to Miss Flossie Blanche Christopher.

At this writing the dates have not been set but we have it doped out that very shortly J. Fred Rau of this office and Miss Anna W. Reinhardt, also Miss Nellie Schaefer of this office and Mr. Conrad Johnson, will take the fatal step.

Miss Waugh returned from Atlantic City with bobbed hair. Some class to her!

Our friend Bartellon, on his return from Royal Oaks, Md., gave the most glowing accounts of his fishing adventures there. We wanted to believe all he said but someone else, who had been to the same locality at about the same time, differed.

At this writing, McCrone and Cronkhite are the main figures at the Halthorpe Carnival. No doubt but that it is a fine combination.

Smythe advises that Babe Ruth is no longer in his class. Recently he knocked out two home runs in one game. That boy

always delivers the goods and there is very little that he cannot do. He persists in thinking that baseball was originated in Cincinnati and we have to differ from him owing to this city's standing in the race.

That boy Gover could not stand the pace in Washington, D. C., and is again living in Baltimore. We are glad to have him back with us.

Strange news has been circulated about Mrs. Larmore. It may be and it may be not. Later on we may give the press the best piece of information ever published.

Duncan Alley is about deserted, only three inhabitants with an occasional visitor left. That boy Johnson is certainly missed by Miss R.

Did you ever notice the importance of the guardian of the ash can. Ask Storm his duties. Where you see him, there is always a Rau.

One of the most important things in the office on the 1st and 16th is the word "Check." Sometimes early and sometimes late, yet it is always welcome.



Marie and John Svec, Jr., children of correspondent, Office Auditor Disbursements

Miss Ritter is again acting suspiciously and we wonder whether it has happened or not. She has us guessing all the time. What is the use of waiting?

We hope that the team representing the Valuation Department this year in the Duck Pin League will take first place and keep it. They can if they will.

### Office of Auditor Disbursements

Correspondent, JOHN C. SVEC

Guess Who This Is!

In our midst we have a maiden, shown in this picture rare;  
Who as a little lady wore ribbons in her hair,  
But now she has discarded them for ear buns, a large pair—  
And has on rare occasions wished she knew well how to swear.  
She travels light and airy, without a single care,  
And cleans up every morning' round a head clerk's desk and chair  
And to her luncheon daily you should see her race and tear.

As announced in the July issue of this MAGAZINE the wedding of Anthony C. Koehler to Miss Francis Hergenroer took place on August 3, at St. Michael's R. C. Church. The entire office joins in extending their congratulations.

Miss Eleanor M. Erdman has returned to the office after having been away several weeks owing to an operation for appendicitis.

### Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT  
New Business

When two persons from the same office commence thinking about and looking at furniture, I think it is only fair that they should give their fellow workers a chance to save up. Come on and tell us about it. We know who you are.

### Old Business or Gone out of Business

One night Els and Bill

Had quite a large spill.

Now the hope chest is at much of a stand still.

Edith and Glen didn't hit it up right,  
So they parted for good in the course of a fight.

Florence and Ray, in a storm of great tears,  
Each had their say, ending five years.

Our little Helene couldn't stand being bossed,

So Joe got the can, and that's how he lost.

Now about Elsie, our little stenog,  
We hear she and Bernard have slipped up a cog.

The employes of this office were guests of C. P. Spedden and W. H. Brauer at Maryland Park, where a watermelon feast was held, evening of August 16. The party went direct from the office, and upon arrival on the grounds, lunch was served, all kinds of sandwiches and drinks being on hand in abundance. The main event of the evening was the watermelon feast, twenty-five of those large juicy "Annearundels" falling before the onslaught.

In addition to the eats and drinks, a set of dusky jazz boys kept things in motion, and from 6 to 8 it was a case of eat, drink and dance around; eat or drink some more and then dance another round and so on, until the music stopped and then the Victrola was pressed into service and the dancing resumed in the clubhouse.

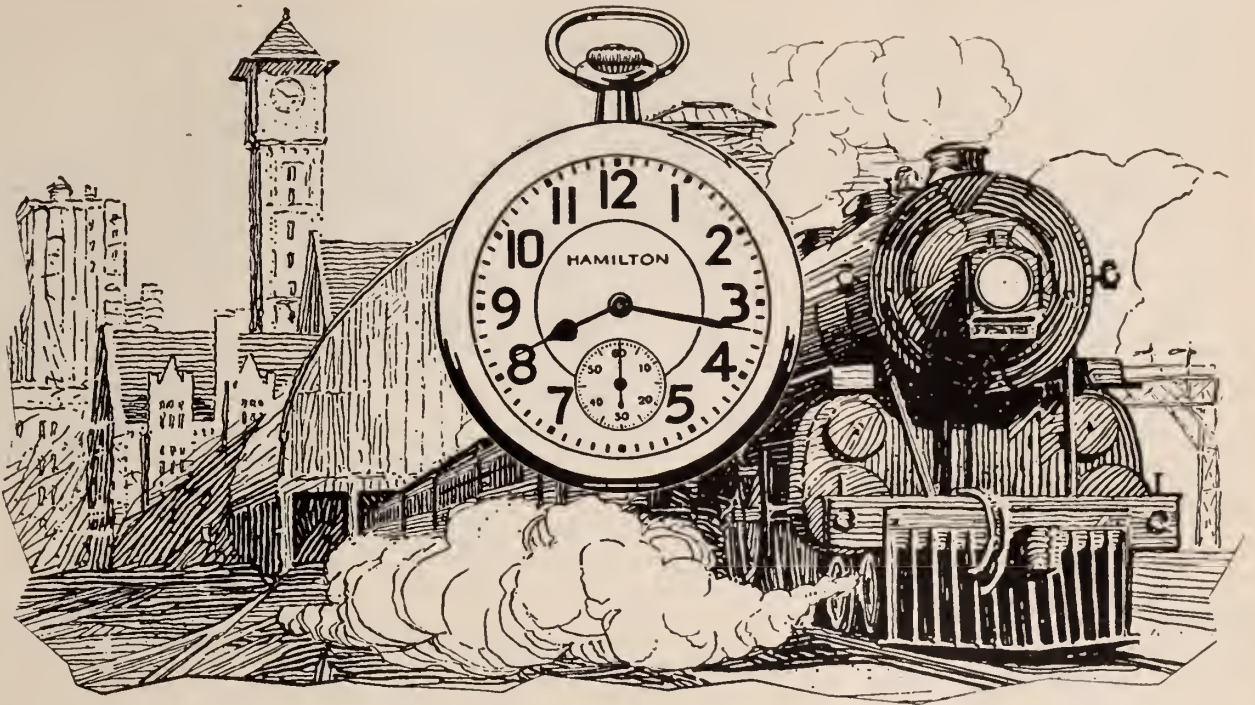
If anyone failed to get enough it was his or her own fault, because plenty was on hand and it was to be had for the asking.

Too much credit cannot be given Messrs. Spedden and Brauer for their great generosity in making these affairs possible and it certainly is to be regretted that more of the employes in the office do not attend them.



She used to look like this, but she wears earbobs now—See Auditor Disbursement's Notes





## Invest in a Hamilton if You Want True Time All the Time



**B**UYING a new watch requires some thought. You are making an investment that should pay you dividends of true time for years and years to come. Eliminate guess-work and make your choice the HAMILTON WATCH, "The Railroad Timekeeper of America"—the watch that Conductor J. E. Hopkinson, of the Boston and Maine Railroad, has carried for twenty-five years with great satisfaction.

You owe it to yourself to purchase this watch with a service record. Thousands of your fellow workmen heartily indorse it, and owners of thirty years or of six months standing are equally enthusiastic about its unrivaled accuracy and dependability. Ask your jeweler to show you

**The "992" Movement: Now \$48.50**

This is the twenty-one jewel movement that is preferred by so many Railroad Men. Your jeweler will be glad to suggest a suitable case for it and you can choose the dial you require. Make it "your watch," and you'll have true time all the time.

Send for the "Timekeeper," a most interesting booklet showing the various HAMILTONS and giving other valuable watch information.

It is sent postpaid on request. A postal card brings it to you.

HAMILTON WATCH COMPANY, Lancaster, Penna., U. S. A.

# Hamilton Watch

"The Railroad Timekeeper of America"



However, I feel sure the sentiments of all those present are voiced when I state that a wonderful time was had by all, for which we are deeply appreciative.

We understand Howard A. Ekas bought a bathing suit and when he tried it on, found it was too small. Curses! Got a larger size and was all set for a big display at Bay Shore when it rained. Couldn't go in bathing while it was raining, might get the suit wet. It's a tough old world. Next thing we know, Howard will be playing tennis or golf. Something fierce the way that fellow is cutting up.

#### Auditor of Freight Claims

Correspondent, NELLIE F. COLLISON

"Not in the clamor of the crowded street, not in the shouts and plaudits of the throng, but in ourselves, are triumph and defeat."

The members of our department to a considerable degree realize this truth, so beautifully expressed by Longfellow. We are in rollicking good spirits and up to things, enlivened by the fact that we know how to enjoy the fruits of our labors, a condition inspired by the success of our outing, which was outlined in the August issue of our MAGAZINE.

Our social activities are doing a "rushing business." We have organized a Welfare Association. On July 28, 1922, a meeting was held for this purpose, and to encourage social features—dances, outings, etc.; in fact, to promote the general welfare of our department, with the success that naturally comes from a band of contented workers.

The following officers were elected: R. H. English, president; W. A. Doxen, vice president; C. W. Eger, secretary; G. L. Bauerle, treasurer. A committee headed by G. W. Ritter as chairman, was appointed to draft the by-laws for the Association. W. A. Geraghty was elected Chairman of a committee to make arrangements for an entertainment and dance, on November 24, 1922.

Last, but most assuredly not least, our chief, Mr. Schutte, has proffered a donation in the way of a hall in which to hold our activities of November 24, and like the poet we exclaim in unison, "Would that my tongue might utter the thoughts that arise in me."

We wish to extend our congratulations to Mr. and Mrs. P. L. Grafton on the birth of Geraldine Marian, July 20, 1922, and we do not blame P. L. if, at present, his world is only large enough to contain his little daughter.

Grace L. Stanford was the hostess at a delightful dance given in honor of her cousin, Miss Fern Redden, of Connecticut, which was voted a great success by all present. Oh, yes! a lovely moon had the usual effect on several couples.

They tell us that a certain blonde has given "Jose Romero" the "gate." It would seem that he has been trying to catch something besides baseballs, but has been unfortunate in his endeavors. Just a little advice, dear Jose, try measles.

Whatever other inconveniences our Joe may have to endure when calling on his latest sweetie, he can console himself in knowing there is safety in numbers. Never mind, Joe, we have been told that true love always finds a way.

#### STOP—LOOK—LISTEN!

New Motor Bus Line  
from  
717 East 22nd Street  
to

Baltimore and Ohio Annex Building,  
One trip Daily, except Sun days.

Leaves 7.30 A. M., arrives Annex 7.50 A. M.  
Only Stout People Desired

Miss L. P. has lease on Machine and  
Chauffeur.

Sometime ago a small, fat boy was lost, strayed or stolen on Washington Boulevard. We are glad to inform our readers that Francis has been found and is now residing at Dorsey, Md. What's the attraction, Francis?

Dear H. J. B., 3rd, of all the places in the world, be sure to give Philadelphia a wide berth.

We are wondering if G. L. S. still "rolls—own" after that memorable trip to Carlin's.

Just over the Canadian borderline seems to be a popular rendezvous for many of our vacationists. Would an interpretation such as we might expect from a certain Mr. Crabbe be of real value in satisfying our curiosity?

Is it E. M.'s enthusiasm for our ball team that makes her an unusually regular attendant at the Saturday afternoon games? She has us guessing although she has been conspicuously absent on certain occasions when another party's fancy did not turn to baseball.

Our enthusiasm again expresses itself in a picked delegation, J. B. O'Toole, manager, to represent us in the Bowling League of 1922-1923.

It is absolutely impossible to appreciate the "Whistling Chorus" these sultry August afternoons.

#### Auditor Passenger Receipts

Correspondent, E. B. HOPPMAN

In taking over the duties of correspondent during the illness and absence of Frank Clarke, I hope I will be able to officiate as proficiently as he, and I earnestly request the hearty cooperation of all my fellow employees in making our section of the MAGAZINE an overwhelming success. We wish Mr. Clarke a speedy recovery. May he soon return to his duties in fine health.

Our office Romeo, Carl F. Grund, has taken unto himself a Juliet. We congratulate him! Mr. Grund and Miss Mary Hilficker were united in wedlock at the Parish House of St. Gregory's Church on July 22. Immediately after the ceremony they journeyed on their honeymoon to New York City, Albany, Buffalo and Niagara Falls. The "Mr. and Mrs." are residing at 204 Rogers Avenue, where they have entertained many friends since their return. Carl was a popular young man and the couple have received numerous presents. The clerks of the office presented the couple with a beautiful chest of silver, and Misses Margaret McAvoy and Mollie Hamlen expressed their best wishes with a set of handsome silver teaspoons to match, while a beautiful engraved silver set was the gift of Miss Eva Hammond and Gus Brandt.

Miss Guyton recently returned from her vacation—a trip up the Atlantic Ocean to Boston, a tour of Niagara Falls and a day on the Hudson River. The fair young lady informs that she had a wonderful time, but the ocean was much larger than she expected and behaved roughly at times.

The Misses Eva Hammond and Leah Radcliffe spent a week at Ocean View. We certainly miss their bright and cheery smile during their absence. Glad to have you back, girls. Don't leave us so long again. A certain fellow, namely Gus, was quoted as saying during Miss Hammond's absence that some weeks certainly seem awfully long. We get you Gus, and we understand.

We announce that Carl Miller, formerly of this office, is now the proud daddy of a bouncing baby boy. Uncle Fred (Miller) of our office, is to stand for the little Miller when he is christened.

On July 23, the clerks of the Statistical Department and friends were the guests of Mr. Hullett and his sister at their summer residence at Round Bay on the Severn. Those present were Mr. and Mrs. J. D. Zimmerman and son, Mr. and Mrs. Shaffer, Misses Mildred Sullivan, Margaret McAvoy, Katherine Leacy, Helen Harte, Mollie Hamlen, Blanche Broderick, Messrs. Francis Bopp, John L. Jefferson, W. T. Jenkins, Ben Clarke, Barber and Shipley. Much talent was represented and Miss Mollie Hamlen carried off the honors for fancy diving. We have it from a good source that Miss Margaret McAvoy was also a center of attraction and that she has been made an offer by Mack Sennett. Miss Harte said she had a fine time, but the water was not as green as it is in Ireland. A fine time was had by all and the occasion will long be remembered.

We extend to our sister clerk, Miss Bessie Brewer, our deepest sympathy in the loss of her sister on June 13.

Willie Hiss, Interline Division clerk, recently secured two passengers for the Baltimore and Ohio. Willie persuaded these friends to use the Baltimore and Ohio instead of a competing line, as they had planned to do. This is but another instance which shows that the A. P. R. clerks are always on the job, out of the office as well as in.

We were sorry to hear of the misfortune of our chief clerk, G. W. Jentner. Mr. Jentner, while on the way to the office on August 4, slipped and fell to the ground on Howard Street near Saratoga, badly injuring his hip. We are glad to hear the hip was not fractured or broken, but just badly bruised. Mr. Jentner, who suffered great pain for several days, is now resting much easier. We wish him a speedy recovery, and hope that he may soon be with us again.

## New York Lines

Pier 22, N. R., New York

Correspondent, JOHN NEWMAN

Old friends at Pier 22 and friends of the Baltimore and Ohio in the business world are welcoming back to our service Harvey Morris, who, after an absence of four years to a day, has re-enrolled into the ranks of our traffic department. Having previously covered every district in our lighterage territory as freight solicitor and contracting agent, he is encountering old friends everywhere and making new ones. One of his first "scoops" after getting into his old harness was to secure new business to the extent of 18 carloads, 475 tons, newsprint paper from New York to East St. Louis, straight through, from end to end of the system. This is probably the biggest single shipment of any kind handled from here, swelling the westbound tonnage for July considerably above that of the previous month, to the particular satisfaction of Agent Bayer, who is a hog on tonnage. Mr. Morris personally supervised the loading of the entire shipment, in order to be able to make a direct report of its departure in good order.

In this connection it is a pleasure to review and recount Mr. Morris' personal record, which goes back to 1896, when he entered the service of this Company in a subordinate clerical position. After a succession of promotions in the "C. T." he





Filedora, Mahoney and Lee—a troublesome trio

was transferred to the Traffic Department in 1903. In January, 1918 when the government practically abolished this branch of the service, he sought and obtained a commission, a first lieutenantcy, in the transport division of the Quartermaster's corps. There his accumulated experience and thorough familiarity with the port facilities served the government well. He claims as his greatest achievement the rush transfer of supplies from scattered warehouses to the Army base at 58th Street, Brooklyn, to cancel leases expiring July 1, 1920, when within 27 days he directed and supervised the moving of 160,000 tons of supplies.

Personally we have known "Harvey" since he was a boy and before him we knew his father, Captain J. L. Morris, "commodore" of our tug-flotilla, now retired and pensioned.

More success to you, Morris, son of Morris. "Leagues of travel prove the horse, years of service prove the man."

It is said in reference to another unit of our mobile force, J. E. Price, the hustling travelling freight claim agent, that he is always "on the go" (travelling on the hoof). He has been known to offer settlements as high as 33 per cent. of the claim; he generally starts with an offer of 10 per cent. and proceeds, like an auctioneer, bidding up. They say he can talk a hole into a man's conscience and look through it. We know that he can talk, having been subjected to it.

The correspondent is requested to inform those who contemplate making long distance auto trips to consult Messrs. W. J. Filedora or "Tony" Stuhl, both of 295 B'way., and both familiar with all desirable routes leading out of, into and around N. Y.

From St. George transfer we get, with the accompanying picture, the following introduction:

On the left P. J. Filedora, who in addition to running the job he is paid for, has gratuitously assumed the role of office comedian. He is keeping everybody in good spirits (no insinuation as to bootlegging activities or violations of the Volstead amendment). The subject that Peter cannot make fun out of must be serious indeed. His services as a fun maker are always in demand, and only unavailable on payday when he goes shopping. He is a shark on "sales" and keeps "Kitty" posted on bargains at Hearn's.

The tall chap in the centre is Thomas F. ("Fighting-Kid") Mahoney. (Note the "set" jaw and challenging attitude.) Tom is undergoing intensive training, has already trained four hours in the past two years, preparing for war. When he has completed the course there is going to be "some" scrap (watch yourself, H. J. B.). "Sawing wood and saying little" is his motto. It is said that Addison never spoke more than six words on any one subject at any one time; Tom has him as they say in Jersey Street, "skinned a mile;" anything expressed in more than three words Tom considers verbosity.

On the right is Herman Lee. See that smile? Recently Herman made a bet that he could iron out the smile and look serious for a whole day. The bet was made at 8.00 a. m. Before 10.00 o'clock Herman was paying for ice cream and cake, paying the winner. "Smiling through" originated with him in the cradle.

In the group P. J. F. is feeling T. F. M.'s muscle and giving his opinion, allegro and fortissimo, that Tom is the real cheese, ne

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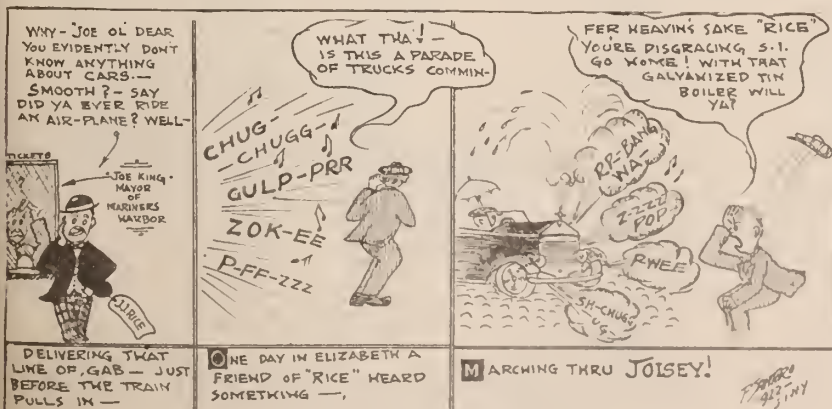
Just write, "Send me the Bunn Special." No expense or obligation to you. Only if you are convinced it is dependable in every way—and it is the Master Railroad Watch, do you send \$5.75 monthly—at the rate of a few pennies a day. Order today—NOW.

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plus ultra and nonpareil, which appear to amuse Herman.

R. I. P.—Giuseppe Calero, "Old Joe Mass," one of the veteran employes at this station, has been gathered in by the grim reaper. Joe lived a long and useful life, most of it, 35 years, in the service of the Baltimore and Ohio, and died peacefully with his boots on, attending to his work until a day or two before his death. Now he is through. "Well done, good and faithful servant."

Right after the coming the announcement of the death of Mrs. Helen Graham, who was granted sick leave for an indeterminate period several months ago. Mrs.



Santoro says that Rice has his troubles

Please mention our magazine when writing advertisers





Left: Christian and Mena, grandchildren of F. Santora. Right: Engineer Belden, Trainman Jacobie, Fireman Hurley and Trainmaster Walz, all of Staten Island Lines

Graham was plucked away in her youth, just when the joy of day-dreaming and castle-building makes life most worth while. She was affianced to Arthur Tolley, agent at Wallabout Station, to whom we extend a sympathetic thought. When a man's heart is bowed in grief you can't pat him on the shoulder and console him with platitudes. Only time heals wounds.

### Staten Island Lines

Correspondent, G. J. GOOLIC

On August 1, the chief clerk at Arlington Yard Office, Oscar Hovik, was married to Viola Lake, of Mariners Harbor. They are touring the Catskill Mountains on their honeymoon. We congratulate Mr. and Mrs. Hovik!

We are pleased to announce the wedding of J. L. Suesserott, division engineer, St. George, S. I. to Miss Anna Mundy Bones, of Tompkinsville, S. I., the happy event taking place on Saturday, September 2, on the lawn of St. Johns Church, Clifton, S. I.

Mr. Suesserott came to the Staten Island Lines on September 1, 1920 in the capacity of division engineer, but to the older members of the New York Division he was no stranger, as he was formerly on this division in the Engineer Maintenance of Way's Office as draftsman during 1909 and 1910, being transferred to Wheeling in 1910 as assistant engineer.

As division engineer he has proved himself very capable, and is beloved by all employes in the Maintenance of Way Department. We wish him every success in his new venture which we trust will be one of happiness, health and prosperity.

Joseph Catalano, clerk to division agent, was promoted to clerk in Master Mechanic's Office, vice J. McCann, resigned.

W. E. Pettigrew, assistant division engineer, and family have just returned from a pleasant two weeks vacation spent at Waldan, New York. When "Petty" (as he is known) returned to his regular duties, the boys hardly knew him, he had gained so considerably. "Petty" tells us that he drank a quart of fresh milk every morning for breakfast. He has now joined the same class as the Supervisory Offices of the Maintenance of Way Department.

Guy O. Walslev was appointed attorney for the Staten Island Rapid Transit Railway vice William J. Kenney, deceased. We all wish him success.

David Seeman, freight clerk at Mariners Harbor, sojourned at Sea Girt with the National Guard of Elizabeth, New Jersey.

Some friends of J. J. Rice, freight clerk at Mariners Harbor, reported seeing Seeman driving through Elizabeth with his "Velie" touring car. Had it not been for the color of the car they would never have known it was "Rice" speeding by. For further details see sketch.

We are not sure whether that "grandfather" story or some other story is being used, but A. Bovino, another freight clerk of the Mariners Harbor Brigade on a hot day, or when there's a double header at the Polo Grounds, manages to get there for the game; and not alone, mind you, he's been seen with a charming young lady recently.

Henry Hegdal, who was recently employed as office boy in the Superintendent's Office at Pier 6, St. George, was promoted to clerk to division agent, Pier 6. We all wish him more success. Keep going ahead, Henry.

Edward Finley was employed as office boy, Superintendent's Office, Pier 6, vice Henry Hegdal, promoted.

John D. Gibb, trainmaster, is now traveling through the Adirondack Mountains in his new "Durant" machine. John also took transportation to use for return home in case his machine breaks down.

We are pleased to announce the marriage of Joseph Griffith, clerk, Lighterage Department, to Miss Madelyn Graebe, formerly clerk in the same department. The marriage took place on August 6 and the honeymoon was spent at Atlantic City. We all wish them health and prosperity.

The accompanying picture is of Engineer Belden, Trainman Jacobie, Fireman Hurley and Trainmaster Walz.

The other picture is of the grand children of Extra Gang Foreman Frank Santoro, Christian and Mena.

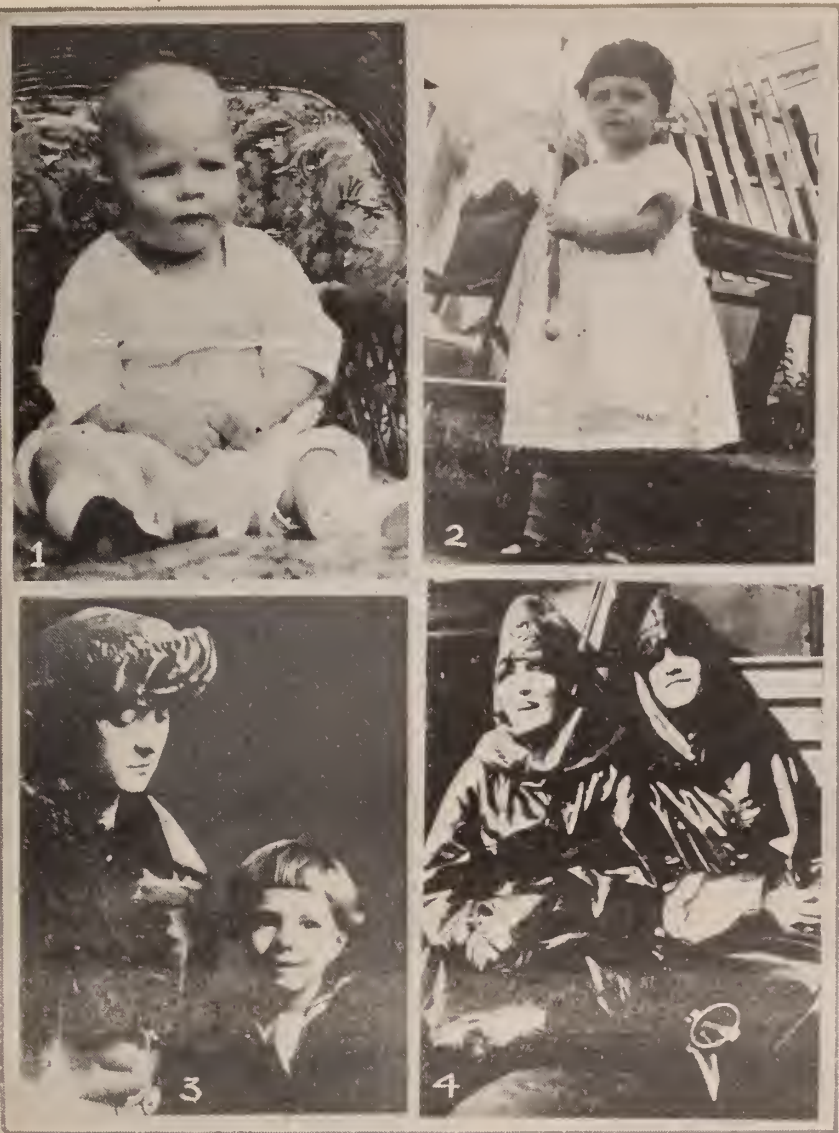
The Eighth Annual Field Day Carnival and Dance of the Staten Island Railroad Club will be held at Harmony Park, Grammere, S. I. on September 16, 1922. Music will be furnished by Royal Blue Novelty Jazz Orchestra. Tickets 50 cents, including lady and gentleman. Come along and have a fine time.

W. Whitely, marine clerk, has a new job assigned to him, Fire Commissioner, Coal Dock 2. "Bill" has to walk over the trestle every time an engine goes up to see if any fire occurred account of engine dropping



Since that little stranger has arrived, Knoor wishes he had that extra hour of daylight back. He could make darn good use of it





**MT. CLAREITES**

1. Jack Burdette, Jr. 2. Mary M. Mileski. 3. Mrs. G. F. Muller and her little son, Leroy. 4. Elsie Demitz and Ethel Oursler

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Most all he'd wish,  
 And Miss A. won't call  
 Some one "Poor Fish!"  
 All these may come  
 As we hope and pray,  
 But the distance off  
 Is a long, long way.

During the early part of the summer, Elsie Demitz, Mechanical Engineer's Office, and Ethel Oursler, secretary to the accountant, decided that they wanted to wear oil-skins, and to ride on the Mayflower, so, here they are! "Haste thee Nymphs! and bring with thee" etc. The oil-skins do take away the nymph-like effect of these young ladies, but nevertheless they seem to be spreading just as much mirth and youthful jollity as the pretty nymphs, sparsely clad, that we carry in our minds! They arrived back, safe and sound, and for thrilling experiences, you will have to apply to them, personally. I won't tell tales out of school.

**Drawing Room**

This cunning little youngster is "Jack" Burdette, Jr., son of J. C. Burdette, draftsman, Mt. Clare. "Jack" just knows he is having his picture taken, I'm sure, and he knows he is going to be much admired by the "weaker" sex.

**Here and There at Mt. Clare**

Contributed by C. RAEUCHLE

One of the former employes of the Fruit Plant, G. H. Miller, has returned after being away two years. George lives out Elkridge way, and he tells us the apples are so plentiful that they are lying around on the ground, three deep. If you hear of any earthquakes in Howard County, you'll know the "Nectar of the Gods" has had the same effect on old Mother Earth that it has on our poor humans.

We understand that Foreman M. Keller, Axle Shop, is going to give his men a theatre party. Eh, Kel.?



Janitor Henry Leitro, East Side  
 The man who kept us alive during the hot weather by supplying us with good cold ice water

shes. What's the idea of the new assignment "Bill"?

Leo Maloy, clerk to trainmaster, pitched a no-hit game against the School Boy Mid-lets.

**Eastern Lines**

**Baltimore Terminal Division**

Agent's Office, Camden

Correspondent, W. H. BULL

There is nothing new or startling happening at Camden these days—the only real em being the periodical visits of Mr. tork, A. L. Knorr, Accounting Department, and Mrs. Knorr being the proud parents of a bouncing boy who will answer to the name of Vernon Adrian Knorr. Congratulations!

**Mt. Clare**

Correspondent, MCLLIE S. ALBRECHT

Superintendent of Shops Office

This little poem is dedicated to our office and we may all live to see this day, too!

**Some Day**

(with all due apologies to Harry Lee)

A quiet day  
 When the 'phone won't ring,  
 To talk to Carroll  
 Of medical things.  
 When Hankin's face  
 A smile won't mar,  
 And Poulton won't take  
 A man to the car.  
 When men to the window  
 Will cease to come;  
 And Tommy Collins  
 Won't add a sum.  
 When Edna's hair  
 Grows long and trim,  
 And Marion's wave  
 Goes away from him.  
 When Poole stops  
 Yelling "Hydrostat!"  
 And Mr. Serp  
 Takes off his hat.  
 When Mr. Davis  
 Can hear a man  
 As quick as he  
 At the window stands.  
 When Arthur won't  
 Have to run a mile,  
 And Miss H. won't have  
 To find a file.  
 When Buck can have





Above: Mason Foreman John Bowsted and his gang. Below: Seeking rest and renewed spirit (s?)  
See notes

One perfectly good detective needed at Mt. Clare to find out what F. P. McConnell finds so interesting at Staunton, Virginia.

"Bill" Barthell, side rod blacksmith, bought himself a machine. "Bill" says it's a 1916 "Booick," almost new. She has only run 10,000 miles. "Bill" gave her a try-out the other night, and says she ran from Laurel to Bay Shore and back again under her own "Shteam!"

E. Connelly, Shop Order Bureau, despises publicity. Nuf Sed!

Take heed, Ye lovers of frozen sweets! P. B. Nolan, Bolt and Forge Shop, has issued a standing invitation to all his friends to visit his house any Sunday for an ice-cream feed. Nolan boasts that he is the champion ice-cream maker of Baltimore, so accept his invitation, gentle readers, and be agreeably, or disagreeably, convinced.

The accompanying picture is that of Mrs. G. F. Muller and Leroy Muller, wife and son of Machinist G. F. Muller, Axle Shop. We wouldn't blame Mr. Muller if he grinned all the time; don't see how he could help it with such a charming family.

Apprentice Leo Forrestell, No. 3 Machine Shop, and Miss Marie Eckert were married Saturday, July 29. They spent a short honeymoon at Norfolk, Virginia. We extend our heartiest congratulations to the young couple. Connubial bliss, etc., etc.!

#### Stores Department

We wish to introduce to you Miss Mary M. Milesky, age two and one half years, daughter of Section Stockman Stanley J. Milesky, Mt. Clare. By the nonchalant way in which little Miss Mary carries her parasol, we are sure that about sixteen years from now, we will be visiting the 1938 Fashion Show to get a glimpse of her.

### Baltimore Division

Correspondent, W. H. TARR

The above group of Baltimore Division employes includes "Al Smit," "Chinch" Roache, of the Division Accountant's office, and Barney Moriarity of the General Superintendent's office. The picture was taken at Wobavilla, on Lake Wob, South River—a quiet spot where one can rest—and absorb refreshments.

### Washington, D. C. Freight Station

Correspondent, W. L. WHITING

Yard Delivery Clerk W. S. Coates spent his vacation between his home in Laurel, Md. and Baltimore. He enjoyed himself greatly, and returned looking better for the change and ready to buckle down for the strenuous fall and winter season.

Miss Katie Gerhardt, freight bill clerk, had a fine time in Monterey, Pa., up among the mountains. She came back to us showing that the clear, healthful ozone of that neighborhood is something that many of us could enjoy with good effect.

Far away from the dusty crowd in Berryville, among the Virginian hills, where no telephones are in constant service, and where the monotonous question, "Is that car of mine in yet?" cannot be heard, "Sol." Hardy reports having enjoyed the quietest and most restful time that a tired body could wish for. He certainly looks all the better for it.

Cashier John H. Peak forgot the troubles of a busy life in Pittsburgh, Pa., Buffalo, N. Y. and the surrounding country. Of course, being in Buffalo, it was not likely that he would miss a trip to Niagara Falls, and it being the first visit to that historic spot, the usual thrills ensued. John states that the most enjoyable part of his vacation was the bathing in Chatauqua Lake. He is enthusiastic over the strengthening quali-

ties of the water in the lake and advises everyone who gets in that neighborhood to follow a good example.

Miss Gladys Beall, waybill and abstract clerk, enjoyed the cool breezes and refreshing air of Braddock Heights, Md. It is unnecessary to say much about this beauty spot of Frederick County, as most of the readers of the MAGAZINE are familiar with the enchanting view from the heights. Anyone who was never there should quickly wipe out this sin of "omission." We congratulate Miss Beall on her choice.

It is a short step from the pleasurable side of life to the unfortunate side, and it is now necessary to speak of the sick and afflicted of our force.

Sealer M. F. Kelly is still unable to think of returning to duty.

W. A. (Doc) Keys has fortunately recovered from his long siege of rheumatism and has now returned to his old love, the Motive Power Department, and is back on his old job with Car Foreman T. O'Leary.

Our veteran rate clerk, Clarence A. Ridgely, one of the most rugged of our clerical force, from the standpoint of health, has recently complained of an affection in one of his eyes, which caused him much pain, necessitating his staying home for a time. This affection became so serious that an operation was necessary. Mr. Ridgely has returned from the hospital greatly benefitted. Everyone is anxious to see Clarence back at his old desk before long. Mr. Ridgely is a veteran of thirty-three years standing in the company's service. The office looks strange without his presence.

Delivery Clerk Melvin M. Phelps was the victim of a bad automobile accident on the Baltimore Pike one evening recently. We have been unable to obtain the full details of the trouble, but it is sufficient for us to know that poor Melvin is in the Baltimore Emergency Hospital suffering with a broken leg and considerable shaking up. We can only hope that his sufferings will not extend over a great length of time, and that we shall have him back before very long. The sympathies of your correspondent are especially extended to Mr. Phelps, as he is well acquainted with all the exigencies of a broken leg. Cheer up, Melvin, you are travelling in good company!

### Cumberland Division

Correspondent, JOHN J. SELL

The Misses Eula and Edith McMakin have just returned from touring the eastern cities and report "Some Vacation." We know wherever these charming sisters go there is always "some time." Atlantic City seemed to be the charm. How those Cumberland boys were there at the same time isn't altogether a mystery either. How about the rumors of the Harvest Moon, Edith?

Fishing along the Potomac is real sport and many lovers of the rod are taking advantage of the fine water we have enjoyed this season. We hear plots of lynching Duke McClintock if he doesn't stop feeding the fish all along the line. Funny thing "The Duke" always gets six, but they are so securely concealed, we are commencing to believe the six must all be in a twenty cent can.

Here is a splendid likeness of our train announcer at the Queen City Depot, Harry Snowden, taking a once over at the cab stand. You may depend on it that here is one boy that is always on the job. Harry





Train Caller Harry Snowden, Cumberland

has many friends around the station and it is a real pleasure to watch him perform the numerous duties required in looking after the traveling public. If a traveler is heavily laden, depend on it Harry has one of the porters hustling. Should a taxi be required there is no waiting; you get the taxi. To hear Harry calling trains is one of the wonders of the day. Congratulations, Snowden, Old Boy, you're there!

Miss Margaret Burns is spending part of her vacation in Piedmont. We don't know what the attraction is West, but it's a safe bet that "Buck" is watching the situation closely.

Walter Holtzman is spending some time around Elkins and Thomas. Come on, Walter, it can't be "shine" and with the wife along too. Boy, you got our number unless you are trying to get so far away that the folks in the neighborhood will think Form 1150 is a calendar.

The "Colonel" spent an enjoyable vacation in and around Cumberland, and is back on the job much rested, and ready for heavy work.

Quite a number of our employes are now harvesting bountiful crops from their gardens along the right of way, the yield of all truck vegetables being good this year. The Company's generosity is permitting the use of idle ground along the right of way for this purpose is appreciated by the employes benefitted.

The peach and apple crop in this territory is not as heavy as in previous years, due to the late frost. The fruit that is being picked is very good, being large and luscious.

"Mutt and Jeff" in action—Jones and O'Connor.

A. G. Boughner, who keeps us straight on our tonnage and performance of the division, has been with us for quite a while. While our performance has slipped a little, being a notch or two behind first place where we usually hang out, we expect to get back in form shortly, and again set the pace for others to follow.

Our local correspondent, J. J. Sell, claims to have made the seasons biggest catch, having landed a six pound bass in the Potomac River just below the dam at Cumberland.

Three old Cumberland Division veterans, who are on the job every day, still going strong, are W. Price, station cleaner, Shobe Thrasher, Stores Department and Gus Scharf, material man, M. and E. Department, all three of whom work around the Queen City Station at Cumberland, and are to be commended for their efficient work in respective departments.

We had hopes of sending in some good photos of some of our local talent for this issue, but they all claim to have forgotten their cameras while on their vacations. However we feel that we will be able to secure some for the next issue, as some of the best have not yet returned.

Night Chief Dispatcher J. A. (Jake) Miller has returned from a vacation spent in California, but "Jake" has been too busy to give us a full account of his trip, particularly conditions as found in "Hollywood."

The many friends of Ira W. McBride, work train foreman, were shocked to hear of his serious injury. A tie falling from a car in train, struck him on the head and caused a slight fracture, from which a speedy recovery and return to duty is anticipated. Two days before the accident Mr. McBride was married.

The many athletic and social activities arranged for the summer, had to be postponed because of the unsettled conditions, but with things fast getting back to normal it is felt that many of the postponed events will be held.

The business outlook on the division is good, and a busy fall and winter is predicted.

From the size of the bucket the clerks in the Dispatchers Office have been carrying, it was thought the days of the "Growler" had returned, until investigation developed that it was filled with hot coffee.

The new icing station at Cumberland has been doing splendid work during the present summer, and the value of this facility can hardly be appreciated.

The assistant shop clerk at Keyser is practicing up on his checker board with view of taking the system championship next season.

**Timber Preserving Plant  
Green Spring, W. Va.**

Correspondent, E. E. ALEXANDER

The tie that lasts the longest is the least expensive.

The demand for durable timbers has increased. In 1904, thirty-three pressure treating plants were in operation, with an annual capacity of about one-fourth billion board feet of timber.

In 1921, 122 plants were in operation. They treated more than 2,400,000,000 board feet, and others are being built to meet increased demand.

Eighty-five per cent. of the timber treated is for railroad uses.

The preservative treatment of wood has long since passed the experimental stage. There is no guess work about the results obtained.

Good ties, well treated, have a life in track several times that of untreated, which means an enormous saving.

Those of us who had the pleasure of knowing her were saddened by the death of Mrs. J. H. Waterman, wife of superintendent of timber preservation, C. B. & Q. R. R. Our deepest sympathy is extended the bereaved family.

Mr. Harry White, Grasselli Chemical Co., was a July business caller at the plant.

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Sunday Afternoon at Hamilton's, North Branch

“We were well represented at the Donaldson Sunday School picnic on August 3. In fact we didn't know we had so many Sunday School scholars among us! But did you ever notice what a large attendance always turned out on Picnic Day? Toobad it rained.

Our former plant operation clerk, D. Frank Clarke, and file clerk, Miss Addie McCauley, accompanied by the latter's sister, spent Sunday, July 30 at the Plant. Though she has been in this department for five years it was Miss McCauley's first visit to the Plant. We invite them all back again.

Night Foreman E. Allen is enjoying a well earned vacation at this writing.

Retortman “Jack” Wilson has moved his family to Cumberland, having accepted a position with N. G. Taylor Tin Plate.

Engineer J. C. Alexander moved into the “cute” little bungalow erected by Mr. J. W. Reese, before the paint was dry. We understand Station Clerk Walter Gurtler will move into Dal Foley's new cottage as soon as completed, while Lineman Whitlock is waiting for Gurtler to move out so that he can move in.

We have never known of an empty house since our Plant has been operating.

Our photograph this month is captioned “Sunday Afternoon at Hamilton's, North Branch.” We all love to go there. The smiling faces are caused by the knowledge of the “good eats” which Mrs. Hamilton always provides, waiting until after the MAGAZINE artist had finished his work.

The two little darlings in front are Mary Josephine Hamilton and Amy Jewel Alexander. Immediately back of them, sitting, left to right, we have Mrs. J. C. Newcomb (nee Addie Hamilton) and her husband, “Paddy,” a former Plant employe; Mr. and Mrs. C. H. Hamilton, Mrs. C. P. Houck (nee Mildred Hamilton) and, standing, C. P. himself, well known to all Cumberland

Divisionites, now holding down third trick at Patterson Creek. The young lady seated so comfortably on Houck's strong right arm is Miss Mildred Maxine Newcomb.

In the next row standing, is “Brother” Frank Hamilton; sitting, are Western Maryland Operator A. J. Chen, Special Apprentice R. W. “Bud” Hamilton, Mrs. J. C. Alexander and son, Edward Wesley. Up on the porch we find Mrs. E. E. Alexander, Fireman Helper G. W. Robinson, and our supervisor.

Mr. Hamilton has a record of thirty years at the “key,” all on the Cumberland Division. He is now first trick operator at Patterson's Creek where he has been—well, ever since North Branch tower was closed. Their lovely home at North Branch is noted for its hospitality and is scarcely ever found without its guests.

#### Scattered!

“Pat,” employed on an engineering job a few miles west of Los Angeles, was carried to his work by an express train, which accomodatingly slowed up near the scene of his labors.

One morning, however, the train rushed through the cut without reducing speed. The superintendent of the job looked in vain for “Pat.” At last he saw a much battered Irishman, limping back down the ties.

“Hello, Pat!” he cried, “where did you get off?”

“Pat” turned stiffly, and waving his hand toward the steep embankment sighed, “Oh, all along here!”

DEPOSITS \$1,055,260.26

**The First National Bank**  
Keyser, W. Va.

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#### Keyser

Correspondent, HARRY B. KIGHT

We extend to W. B. Lauck and his family our heartfelt sympathy in the death of the wife and mother. Mr. Lauck is one of Keyser's Baltimore and Ohio ex-agents, and a daughter, Miss M. Dott Lauck, is cashier at the Freight House.

We also extend to Mill Hand Warner Kidwell our deepest sympathy in the death of his daughter, Miss Ethel.

Many of the summer guests at the Deer Park Hotel come down to the station to watch the big engines go by. They are much interested in the bigness of our locomotives that pass here.

#### Connellsville Division

Correspondent, O. E. REYNOLDS

#### DIVISIONAL SAFETY COMMITTEE PERMANENT MEMBERS

R. W. BROWN, Chairman, Superintendent, Connellsville, Pa.  
S. C. Wolfersberger, Asst. Superintendent, Somersct, Pa.  
M. L. McELHENY, Train Master, Connellsville, Pa.  
J. F. LONG, Master Mechanic, Connellsville, Pa.  
C. R. BURNS, Road Foreman of Engines, Connellsville, Pa.  
J. RILING, Division Operator, Connellsville, Pa.  
H. R. GIBSON, Division Engineer, Connellsville, Pa.  
W. E. LOVE, Master Carpenter, Connellsville, Pa.  
R. C. BLEDSOE, Captain of Police, Connellsville, Pa.  
L. ABAIR, Storekeeper, Connellsville, Pa.  
H. H. MCINTIRE, Medical Examiner, Connellsville, Pa.  
D. F. HURLEY, General Yard Master, Connellsville, Pa.  
T. W. SCOTT, Signal Supervisor, Connellsville, Pa.  
M. E. AKERS, General Car Foreman, Connellsville, Pa.  
R. MALONE, Supervisor, Smithfield, Pa.  
P. C. DIX, Claim Agent, Connellsville, Pa.  
F. MORGAN, Conductor, Rockwood, Pa.  
K. V. PORTER, Agent, Fairchance



G. T. FISTER ..... Operator, Leith, Pa.  
 L. F. BEALL ..... Carpenter Foreman, Connellsville Pa.  
 J. S. MATTHIAS ..... Track Foreman, Meyersdale, Pa.  
 J. F. ENGLEKA ..... Engineer, Connellsville, Pa.  
 H. W. CRITCHFIELD ..... Road Brakeman,  
 Cumberland, Md.  
 F. HAMILTON ..... Road Brakeman, Johnstown, Pa.  
 J. A. BURKE ..... Conductor, Somerset, Pa.  
 K. L. NYE ..... Conductor, Connellsville, Pa.  
 J. M. FISHER ..... Conductor, Connellsville, Pa.  
 W. W. COLLINS ..... Engineer, Cumberland, Md.  
 E. C. GIBBONS ..... Yard Conductor, Connellsville, Pa.  
 M. R. ORBACK ..... Yard Brakeman, Connellsville, Pa.  
 T. A. IRWIN ..... Machinist, Connellsville, Pa.  
 J. NO. SPITTLER ..... Boilermaker, Connellsville, Pa.  
 B. S. RUSH ..... Agent, Myersdale, Pa.  
 M. R. OSLER ..... Car Repairman, Confluence, Pa.  
 CHAS. LOUGSDON ..... Signal Maintainer, Hyndman, Pa.  
 P. A. MCMAHON ..... Secretary, Connellsville, Pa.

Engineer G. E. Tribbett, McMechen, is suffering from an injury sustained about two months ago when he fell from his engine and hurt his knee. The knee is still bound in a plaster Paris cast and at times is quite painful. We all hope for his speedy recovery.

Mr. and Mrs. Lawrence Kenney are the proud parents of a baby boy born on August 8 at the Ohio Valley Hospital. Both Mrs. Kenny and the baby are doing nicely. Congratulations and best wishes! Mr. Kenney is operator at "FY" at Wheeling.

More congratulations! Miss Louise Walthers, Master Mechanic's Office, is wearing a diamond on the finger. We asked her when it was "coming off" and she said not for a long, long time. We are glad to hear that for we'd sure miss "Gus" should she leave us.

The accompanying picture is of Carl F. Miller and C. F. Miller, Jr., age four months. Mr. Miller is now employed in the Division

Engineer's Office, Wheeling. He was formerly located at Holloway, Ohio.

R. C. Gruver, Division Accountant's Office, received a pleasant surprise on the evening of August 2, when the following members of his department tendered a birthday surprise party at his home: E. P. Fortner, L. A. Michels, J. E. Michels, A. Michels, N. K. Harrison.

These names indicate that the party was a "stag." We didn't learn Mr. Gruver's age as it seems to be a dark secret.

Supervisor Tederick, Fairmont, seems to have an awful time coaxing Supervisor Wright of the Wheeling Division, at Moundsville, to lend him his goats. What for? Why to clean the right of way of weeds, of course.

We have a newcomer in our midst. L. S. Johnston, of Annapolis, Md., is at present on the engineering corps in the Division Engineer's Office. We bid you welcome, Mr. Johnston!

**Wheeling Division**

Correspondent, MARIE SLATTERICK

On August 13 I was riding Train 52 on my way to Colfax. At the time that I tried to get a chair in the parlor car a lady with her daughter, age about nine, tried to get one also. But our efforts were quite fruitless and we had to ride in the day coach. The lady secured a seat in front of me and we chatted most of the way to Fairmont where she got off. We discussed Baltimore and Ohio service and among other things she spoke of the diner. I can't begin to tell how much she said she liked the dinners served and how she did praise them. I then told her I was a Baltimore and Ohio employe and also a MAGAZINE Correspondent and asked if I might use her kind words. She said I certainly could, that she wanted to put everyone next. She is Mrs. R. L. Fetty of 212 Park Boulevard, Clarksburg, W. Va., and has much occasion to ride the trains. It certainly makes one feel good "all over" to hear praise of that kind.

Through an error in last month's MAGAZINE, it was recorded that the Freight House Baseball Team defeated the Passenger Station Team. It should have been the other way and we regret if the victors suffered any ill effect because of this mistake. The score was 7-6.

Mrs. H. M. Potts, wife of the master carpenter at Wheeling, and her daughter, Marguerite, are spending the summer at their cottage at Camp Welcome, Colfax, W. Va. Both Mr. and Mrs. Potts has stated that the name of the camp is sufficient invitation to all Baltimore and Ohio employes and their friends. Come one, come all! Some of us around Wheeling have been going down there for the past two years and we know what it really is like. J. O. Potts, who works out of Baltimore and who is a brother of H. M., has a cottage right next door to Camp Welcome and it is called Camp Comfort. So when you go to the Potts', they first make you mighty welcome and then mighty comfortable.



C. F. Miller and C. F. Jr.

**Do YOU Know the English Language of To-day?**

Are you familiar with the wealth of new words with which our already wonderfully expressive tongue has been enriched since the Great War—even during the past few months? Have you amplified your vocabulary with all of them? Can you, on the instant, use them correctly in your conversation and writings? Do you fully comprehend their true meaning when you see them in the current newspapers, periodicals, and books, and in your daily mail—when you hear them on the

stage, and in the conversation of your friends? Can you define and pronounce them accurately for your children?

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This remarkable volume also gives you a thorough, practical, and instructive treatment of synonyms, giving not mere lists of synonymous words but examples of use in actual sentences, clearly showing their varying shades of meaning. With these are many lists of antonyms, an exclusive and most helpful feature. It gives you the leading events of American and English history. In it you will find a number of lists, phrases, and tables—coins, astronomy, weights and measures, metric system, chemical elements, presidents, sovereigns of England, laws, prefixes and suffixes, foreign words and phrases, etc.

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| Rainbow Division | pudding     | stock troops  | epitaph      |
| Soviet           | puddingfoot | baby bond     | pragmatic    |
| Czechoslovak     | pudding     | Novgorod      | invertebrate |
| Centigny         | pudding     | anti-aircraft | etc., etc.   |
| Jazz-band        | pudding     |               |              |
| sticker          | pudding     |               |              |
| Parthian         | pudding     |               |              |
| Saint-Nicolas    | pudding     |               |              |

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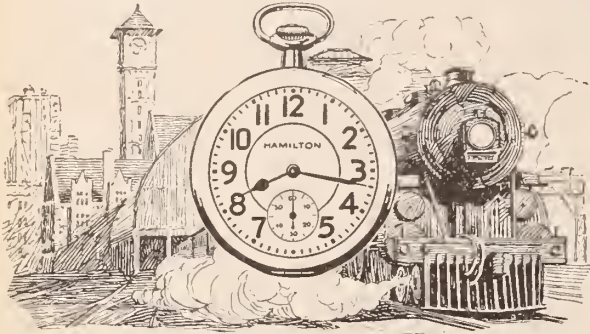


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#### Accounting Department

Correspondent, R. C. GRUVER

The baseball teams representing the Passenger and Freight Stations met in the second game of a series at Tunnel Green Diamond. The game resulted rather disastrously for the freight handlers, they finding themselves on the short end of a 12 to 4 score after the smoke of the battle had cleared away. The game was fast from beginning to end and was much more interesting than the score would indicate. It was featured by some sensational playing and rumor has it now that Sonnefeld, star First Baseman for the Passengers, is due for a tryout with the big leaguers. The real feature of the game, however, was the heavy slugging of Catcher Harrison, who connected with Sprowl's offerings for two home runs in the 3d inning, each time with men on bases. The splendid hurling of Pitcher Dean was also a feature. Score by innings:

	R	H	E
Passenger.....	2	0	8
Freight.....	2	0	0
Batteries—Dean and Harrison; Sprowl, W. Nickerson and H. Nickerson.	12	14	3
Umpire—McCarty.	4	6	4

Our efficient stenographer, Miss Gertrude Dailer, enjoyed two weeks vacation at Niagara Falls. One of the girls had a card from her postmarked "Canada." Thirsty, eh, Gertrude, and all the nice cool water running over the Falls?

Robert Evans says that after all he does not believe girls are as bad as they are painted. Why? Well, he was seen getting on the train a few days ago with two mighty nice looking ones.

We are all glad indeed to see Miss Well's smiling face in the office again after a few weeks illness. We all miss Della very much when she is not in the office. Just look at her if you don't believe it. Do you wonder why?

Miss Angela Kirchgessner spent her vacation in some cool retreat up in Pennsylvania. We certainly envied her on those hot days.

"Jimmie" Mitchell is making quite frequent trips to Pittsburgh of late. Some say it's to see the Pirates play baseball, but when we consider they do not play Sunday ball up there, there must be some other reason. What is it "Mich"? A woman in the a.e.

Lawrence Michel says timekeeping may be all right but he wishes he had less of it to do.

We have one person at least in the office who is fond of mashed potatoes—James Michel went to the cafeteria the other day for lunch. After standing in line fully fifteen minutes as per usual in cafeterias, he got a glimpse of the various articles of food to be had that day; then turned to his friend who was four or five persons back of him and announced in a loud clear voice, "Oh, shoot, they haven't got any mashed potatoes. Let's beat it, Ed."

Norman:—Do you know, Lawrence, I can be two places at the same time?

Lawrence:—No, how can that be?

Norman:—I can be here and home sick (homesick).

## Western Lines Newark Division

Correspondent, B. A. OATMAN

Terminal Trainmaster Thomas Master-son, Pittsburgh, who spent his vacation at Buckeye Lake, the Atlantic City of Ohio, paid us a call at the Yard recently. He renewed many acquaintances, and incidentally interceded for a large shipper, whom he had met at the Lake. And this Mr. Large Shipper, advised that Tom just dragged him down to meet his friends and advised him by the way that it was his interest to ship his entire output via the Baltimore and Ohio. (And Mr. Large Shipper's output is expected to be 20 cars per day for the next few months.) As a result, Mr. Large Shipper got the promise of service, and the Baltimore and Ohio got the promise of the business—all new business at that.

We take off our hats to Tom. He admits that he is in his fifties, but we believe that he has discovered the secret of Eternal Youth. Perhaps this secret lies in the fact that he spends his two weeks' vacation at Buckeye Lake each year, eh, Tom? Come again.

#### A Few of Our Nicknames and How We Got 'Em

**Skin Allen**, chief clerk, Yard Office. Height 6 feet 5¼ inches. Why go into details as to the source of this nickname?

**Peanut Armentrout**, clerk, Yard Office, stands 5 feet 2 inches. It's a foggy brain that doesn't get the origin of "Peanut."

**Dock Savey**, genial timekeeper, Division Accountant's Office, has one of those nicknames that are acquired in youth and which always hang on. If he heard his real name he wouldn't recognize it.

**Bo Hughes** once had the habit of addressing all of his companions as "Bo." The name came back at him. He was at one time at elephant trainer, and acquired the habit of calling everybody by this one fitting name.

**Scrappy Hefley** used to do some scrapping once in a time. Since he has grown up, however, he has lost his taste for this delightful pastime; but the name clings like the vine to the trellis.



SMILES FROM ZANESVILLE STATION  
Ticket Agent H. C. Grimm and Stationmaster C. W. Jones





Margaret Jeanne Weisgerber, three-months old daughter of Machinist E. L. Weisgerber, Newark, O.

Red Markham, Freight House, as may be expected, derived his name from the color of his hair. However, there being so many reds around the neighborhood, and we never wuz named nor nicknamed neither "red" nor "Scrappy," so we reckon we'd better rest our pen from further comments along this line 'til next month, that is, providin' we live that long after writing all the foregoing.

**Mansfield, Ohio**

Correspondent, C. R. STONE

One of the pictures on the next page is of little Carl Edward, age 1 two years six months, son of the correspondent.

The Baltimore and Ohio Baseball Team won from the Central Fruit Co. on the East Mansfield Ball grounds recently, by a 9 to 1 score.

The game was featured by the heavy hitting of Dudley, of the railroad nine. Batteries for the railroaders were: Kitchart and Mack; for Central Fruits; Herr, King and Piper.

George Sellars, the popular ticket agent, Mansfield, has purchased a new home. Good luck to you, *GEORGE*, we will be with you some day. Mr. Sellars reports that the passenger business is good and that the public always seem to be going somewhere regardless of how late or how stormy the day or night may be.

A change has taken place in our force recently. Albert Walters, car record clerk, who has gone into the garage business with his father, is succeeded here by Wilbur Burer.

L. L. Kerr, who recently returned from a vacation in Michigan, reports that the fish fall for him the same as they always did, and that he had to leave quite a few on the bank as he only brought the choicest home. Mr. Kerr is quite a fisherman and "Lou" always says that what it takes to catch the members of the fin family, he has.

E. N. Kendall, D. F. A., Newark, Ohio, called to pay us a visit relative to business solicitation and reports that Mansfield is still on the map. We are proud to say that we agree with him.

George Reichart, popular chief clerk, Mansfield Office, recently returned from his vacation from points in Illinois. He reports that the crops were all growing and that the farmers expect to have a good crop.

George returned in good spirits and full of pep and says he enjoyed himself very much. Again we say, what is life without a vacation?

The plant of the Mansfield Tire and Rubber Co. is still working the three eight hour tricks, and prospects are that it will continue for quite a spell. The sale of tires from both the Mansfield Tire & Rubber Co., and the Columbia Tire & Rubber Co. amount to quite a neat sum for the season. Both plants have been enjoying a nice business while the Baltimore and Ohio also is enjoying nice revenue from both industries.

Recently Mr. Schultz, agent, Pennsylvania Railroad; Mr. Gilkison, agent, Erie Railroad, and W. O. Stockwell, agent, Baltimore and Ohio, distributed throughout the country the Careful Crossing reminders at various railroad crossings and prominent places along the highway. While, of course, the time will come when there will be elimination of grade crossings, to accomplish this will take time because of the extent of railroad mileage.

There has been quite a number of comments on the design of the poster, and we trust that the motive that prompted the American Railway Association to conduct such a campaign will in a measure be fulfilled.

**Why an Engine is Called a Dissipated Creature**

Passenger: I say, Engineer, what is the average life of a locomotive?

Engineer: About thirty years, sir.

Passenger: I should think such a tough looking thing would last longer than that.

Engineer: Well, perhaps it would sir, if it didn't smoke so much.

*The Congregationalist.*

**Convenient to Business**

A good place for a junk dealer's establishment would be almost any grade crossing. Again we say, "Stop, Look, and Listen!"

**Marietta, Ohio**

Correspondent, G. R. STEEN

The produce season was the greatest ever this year. Our comparative monthly statement showed a decided increase over last year.

The fishing bug has struck the office full force. Miller and Schantz are doing their

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**Nu-Way STRETCH SUSPENDERS**

No rubber to rot. Phosphor Bronze Springs give the stretch. Nickel trimmed, 50c. Satin brass trimmed, 75c. Nu-Way Wide Web Garters, surprisingly easy and comfy, 50c. Ask Your Dealer for Nu-Way Suspenders, Garters and Hose Supporters. If he hasn't them, send direct, giving dealer's name. Every pair guaranteed.

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"derndest." But most of their luck is confined to "squealers and skip jacks."

Yep, Meller has done gone and done it, and Boy! She's going to have Lyon bumpers, on both ends, a water bottle, stop and spot light and everything. She's a DODGE.

Baggageman Herman Henry spent Thursday at the County Experiment Farm picnic. Herman says he never ate so much chicken in all his life before. On the way back it rained hard and Herman and "LIZZIE" had a hard time getting home.

Delivery Clerk W. G. Gardner received a card from Wheeling, W. Va. the other day which read as follows:

I count each hour that I'm away; I'm looking forward to that day When happy hearted I'll be found, My journeys o'er and "Homeward Bound." Who Wrote that letter?

Yard Conductor Lewis Schilling reports bumper crops on his Rainbow Farm this season. He says he is going to have a real old corn husking bee this fall with everything. We'll be there for the everything, O. K.

J. E. Jackson, our West Marietta agent, claims the championship as horse snatcher. He will meet all comers.

The Standard Oil Co. is constructing a large blending plant here on the site formerly occupied by the Argan Refinery several years ago.





**Sandusky, Ohio**

Correspondent, Miss I. C. MARTIN

On July 30, at 1.00 p. m., fire was discovered in our Freight House. The City Fire Department responded promptly, but by the time they started to turn on the water, the greater part of the building was in flames. The entire building was destroyed, together with a considerable amount of merchandise and some Company material. The pictures shown tell the story.

The building was 518 feet long and 74 feet wide. It was erected in 1886, but was still in good condition and would have served for freight house purposes for a number of years to come. Five cars were also destroyed. The fire was confined to the freight house, as there was little wind blowing. Had there been a heavy wind, it is probable that the grain elevators and the coal docks would have been destroyed.

We wish to thank the City Fire Department for the good work which they performed, and the public at large for the assistance rendered. We also wish to make special mention of the splendid work of the Baltimore and Ohio employes, many of whom assisted in removing the cars that were standing between the freight house and the elevator.

Up to the time of this writing it has not been decided how the fire originated. No freight had been handled in the freight house since 4.00 p. m. of the 29th. It is highly probable, however, that the fire

started from the stub of a lighted cigarette or burning matches from the hands of several who were said to have been fishing on the docks on Sunday evening.

In our picture gallery we find: A sand-Witch and a sand-Wizard! They are Miss I. C. Martin and Towerman E. F. Miller, Sandusky. Even railroaders can have a jolly day once in a while. Sometimes Mr. Miller forgets his 'cares and takes a trip down the Sandusky Bay in his motor boat. Here you see him "speedin' along."

"She loves me, she loves me not," might be the title of the picture of the little tots as they pluck the petals from the daisies. They are the niece and nephew of Miss I. C. Martin, correspondent. Daisies won't tell.

**Columbus, Ohio Station**

Correspondent, Miss EDITH ROACH

On July 27 the Baltimore and Ohio Freight Depot employes held their annual picnic at the home of A. G. Burgette, Grove City, Ohio. A most delightful time was enjoyed by the sixty odd present. It being also the birthday of Mrs. Burgette, she was presented with a lovely aluminum percolator and water pitcher. The presentation was made by F. A. Dike. Mrs. Burgette acknowledged the remembrance with well chosen remarks.

The annual picnic is looked forward to each year by Mr. Burgette's co-workers, and they sincerely wish that there may be

many more years in which they may enjoy such hospitality.

Former Rate Clerk M. D. Barley and his family have moved to Cincinnati where he will be rate clerk in the Freight Traffic Department, a promotion well earned. We wish him success.

Miss Mary Connell returned from a week's outing at Russell's Point.

Miss Marie Brink was awarded position of rate clerk, vice M. B. Barley.

Baby Margaret Patricia Vantilburg arrived at the home of our utility clerk on June 9.

**Akron Division**

Correspondent, J. A. JACKSON  
**DIVISIONAL SAFETY COMMITTEE**

- D. F. STEVENS.....Superintendent, Chairman
- E. J. CORRELL.....Division Engineer
- J. FITZGERALD.....Trainmaster
- W. E. SAMPLE.....Road Foreman Engines
- J. A. TSCHUR.....Master Mechanic
- W. H. YEAGER.....Terminal Train Master
- C. A. BURDGE.....General Foreman
- O. L. HOTT.....Car Foreman
- G. W. TAYLOR.....Agent, Painesville
- G. W. MAISCH.....Claim Agent
- T. L. ROWE.....Captain Police
- A. A. CHURCH.....Medical Examiner
- F. DORSEY.....Medical Examiner
- C. M. TRUSSELL.....Chief Train Dispatcher
- L. H. DOUGLAS.....Master Carpenter
- T. L. JOHNSON.....Captain Police
- J. C. HOFFMAN.....Signal Supervisor
- G. W. HESSLAU.....Claim Agent
- MISS GENEVIEVE CAREY.....Clerk, Cleveland
- MISS MARJORIE ALLEBRAND.....Clerk, N. C. Jct.
- P. J. MULLEN.....Storekeeper, Lorain
- M. CARANO.....Track Foreman, Akron



**SEEN AROUND SANDUSKY**

1—Miss I. C. Martin, Magazine correspondent, and Towerman E. F. Miller. 2—Carl L. Stone, little son of Mansfield correspondent. 3—Miss Martin's niece and nephew. 4—Mr. Miller cutting the waves in his motor boat. 5 and 6—The wreckage after Freight House fire (see notes)





**AROUND AKRON**

1—A busy day at Akron Union Depot. Passenger Train 63 eastbound. 2—Perry I. Eilbeck, C. T. Timekeeper and wife, of Akron, O. 3—L. P. Tschuor, machinist apprentice, New Castle Junction. 4—Mr. and Mrs. Frank Vogan, bride and groom of recent date. Frank is employed in the Division Accountant's office at Akron

- C. F. DeLONG ..... Track Foreman, Lodi
- J. McDONOUGH ..... Enginehouse Foreman
- A. C. LANDIS ..... Yard Conductor, Canton
- A. F. ALEXANDER ..... Relief Agent
- S. J. JOHNSON ..... Carpenter Foreman
- W. K. GONNERMAN ..... Division Car Foreman
- C. CARVER ..... Freight Conductor, Lorain
- B. L. MCBURNEY ..... Freight Engineer, Cleveland
- W. E. BUCKLEY ..... Freight Brakeman, Lorain
- J. GRICE ..... Freight Conductor, Akron
- R. V. CURRY ..... Freight Fireman, Lorain

Our sincere sympathy is extended to Messenger Theron Wise in the death of his father on July 19.

M. E. Tuttle, formerly clerk to the trainmaster at Cleveland, has been transferred to assistant chief clerk in the Division Engineer's Office, Akron.

S. S. Mehard, one of the oldest employes on the old New Castle Division, is the newest addition to our family circle at Akron, Ohio, having recently accepted service in the Division Accountant's Office. (Pinochle players, take notice.)

"Herb" Hossler, time clerk in Division Accountant's Office, spent an enjoyable two week's vacation in Denver, Col. A mighty long trip, but "Herb" says it was well worth the time spent. We expect soon to hear the merry jingle of the bells, "Herb."

J. H. Babbitt, assistant engineer on the corps, has been promoted to assistant super-

visor, headquarters, Massillon, Ohio. John was one of the real popular boys in Division Engineer Correll's office and his fellow employes at Akron regret his leaving, but extend their congratulations on his well deserved promotion.

Conductor J. W. (Jack) Gifford, one of the oldest and most popular conductors on the Akron Division, died at his home in Willard, Ohio on August 5 after an operation for the removal of gall stones. His funeral was held from the family residence on August 8 and was attended by a large number of his neighbors and friends. Sincere sympathy from his old time railroad associates is extended to his bereaved widow in her great loss.

Mrs. George W. Hoffman and Mary Louise, wife and daughter of Engineer G. W. Hoffman, enjoyed a two weeks' vacation in Washington, D. C.

Perry I. Eilbeck, time clerk, and wife have returned from their vacation which they enjoyed in visiting friends and relatives at Washington, D. C., and Lonaconing, Md.

Fireman Harry Pifer met with a distressing accident on July 18 which resulted in his death at the Ravenna Hospital on July 21. While leaning out of cab window his head struck a switch lever with such force

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**vose**

that his skull was fractured and he never regained consciousness. Harry was a resident of New Castle, Pa., was a young man of sterling character and is mourned by a host of sorrowing friends. He is survived by his widow, to whom our sincere sympathy is extended in the sudden taking away of a devoted husband.

T. Ridley, carpenter foreman, who was in a hospital at Cleveland for some time, is now entirely recovered and is back on the job again.

John Scrofford, formerly in the Division Accountant's Office at Newark, Ohio, has been transferred to the Akron Division as time clerk in S. H. Jewett's office.

Our baseball team at New Castle Junction under the management of W. E. Winebrenner, has just closed a successful season, and was numbered among the best teams in the city, having defeated some of the strongest teams in Lawrence County. Plans are already under way for putting a strong basketball team in the City League, and it is almost certain that the division team of Akron, will be pitted against the New Castle Junction team in a series of games during the winter months. Kocher and Eilbeck of last year's team are now located at Akron and these stars will form a nucleus around which the representative team of the Akron Division will be selected. It is planned to put one of the strongest teams in the Akron League and to this end practice will begin in the next few weeks.

A. C. Harris, chief clerk to division engineer, is fast becoming one of the most popular singers in Akron, and his services are in great demand at all times. He was recently honored by The Buckeye Cycle Co. appearing on their Radio service program and his numbers were well received in all parts of the country where the Radio is in use.

Miss Pearl Thompson, stenographer in Superintendent's Office, Akron, Ohio, spent a pleasant two weeks vacation at her home in New Castle, Pa.



"Jimmie" Geddis, of the Superintendent's Office, hied off to the wild and woolly west for his vacation, spending most of the time in Colfax and Des Moines, Iowa.

#### Cleveland, Ohio

Correspondent, G. R. LITTELL

Our distinguished bill clerk, "Dick" Brewer, asked for a three day's leave of absence and upon his return he brought with him a wife. Congratulations, "Dick," and may your voyage upon the matrimonial sea be a long and enjoyable one.

Our amiable record clerk, Miss Beulah Stephenson, is sporting a new diamond ring but declines to say when the wedding bells will ring.

The boys of the terminal have organized an Indoor Baseball Team which they have entered in the City Metropolitan League. So far they have played seven games, four of which they have won and when it is taken into consideration that they played the best teams in the city, this is a record of which they can be justly proud. At this writing the team is in third place in the league standing and we are all confident that it will "grab off" the pennant. R. G. Davison is manager and challenges any other team on the system for a game or series of games.

Our rate clerk, "Whitey" Weishaar, and family are spending their vacation at Portage, Wisconsin.

Rumor had it that A. Braun, our team track foreman, was to be married August 23. (Poor girl.)

R. B. McGinley, chief clerk, is going on a vacation this year sure. I wonder if the Pittsburgh Plate Glass Company has anyone going with him.

#### Massillon, Ohio

Correspondent, W. E. BRUGH

My-o-my, but railroad families are increasing. Nothing like race suicide in

Massillon. On June 23 the stork left an eight and one-half pound daughter at the home of Mr. and Mrs. William E. Brugh. She has been named Ruth Caroline. Much success is wished the happy family, which now consists of a boy and a girl. Fireman and Mrs. H. Wallace announced the arrival of an eight pound son on July 21, which has been named "Billy" Urban. Hearty congratulations and good luck to the mother and new born son. Last but not least, Brakeman and Mrs. Harold U. Brugh come in for their share of the glory. Their new arrival, a son, arrived on August 3, and tipped the scales at seven pounds, and has been named "Bobby" Harold. I wonder how many sleepless nights this will mean.

We announced with regret the death of Agent L. T. Kegler's mother in July, and express our sincere sympathy.

In one of our pictures you will find Edward Dale Fenstermaker, bouncing six month's old son of Brakeman and Mrs. E. Fenstermaker. Some baby, "Pete!"

#### Dover, Ohio

Conductor "Dave" Mathews is having quite a time trying to keep track of his keys. Recently "Dave" showed up at the yard office and said he had lost his keys. Then he called up his home and they proceeded to get out a search warrant for them, but without success. So R. P. Mathews, son of "Dave," and also one of our brakemen, was sent up to the garage to see if they were there. In the meantime "Dave" found his keys hanging inside his trousers, where they usually hang out.

Another picture shows a mighty fine piece of track on Section 42, in charge of Section Foreman C. M. Goodie, looking west from No. 5 Switch, Dover. This track compares favorably with Main Line.

#### Chicago Division

Correspondent, F. N. SCHULTZ

#### South Chicago

Correspondent, ESTHER J. SPREENBERG

#### "Send It In"

If you have a bit of news,  
Send it in;  
Or a joke that will amuse,  
Send it in;

A story that is true,  
An incident that's new,  
We want to hear from you—  
Send it in.

Never mind about the style,  
If the news is worth the while  
It may help or cause a smile,  
SEND IT IN!

Miss Margaret Smurdon, stenographer to R. R. Huggins, terminal trainmaster at South Chicago, was awarded a prize in G. H. Pryor's Puzzle Contest, receiving a book entitled "The Key to Puzzledom." Congratulations, Margaret, keep the good work up.

Frank Bastl, reconsigning clerk at Chicago, in the handling of one car at Chicago, was successful in saving the Company \$38.13. Another good mark to his credit! We would like to hear more from Mr. Bastl regarding savings of this kind.

We were agreeably surprised and much pleased when Mrs. Bertha Phelps, our former statement clerk, but now affiliated with the office of Division Freight Agent at Minneapolis, Minn., paid us a visit. Mrs. Phelps spent her vacation with relatives in Chicago, and we were mighty happy to see her once again.

#### Ohio Division

Correspondent, A. E. ERICH

Charles Coler, brakeman, has taken unto himself a wife. He believes in keeping in the "railroad family," having married a daughter of Conductor Dudley, Toledo Division. Congratulations and best wishes!

A. B. Bracken, brakeman, who has been off duty for almost a year because of illness, is back on the job again, feeling fine.

We welcome R. E. Wilson to the Ohio Division as instructor of fuel economy.



MY DADDY IS A BRAKEMAN ON THIS RAILROAD

I am Edward Dale, son of Brakeman E. Fenstermaker, and this good looking piece of railroad track you may see by looking west from No. 5 switch, Dover, O.



The late Conductor Melvin E. Eveland



Engineer Frank Mattox has a new Ford. Frank is working out of Loveland at present, and we are informed that with his singing and the new car, he has the company of the fair sex in numbers.

Floyd ("Shocky") Clingman, switchman, has taken the vow "For better, for worse." Also C. Oylar, another switchman, has taken the vow. We wish these newly married men, good luck and happiness.

We are pleased to say that "Bill" Foster and "Jim" Britton, both engineers on this division, have been appointed assistant road foremen of engines, with headquarters at Chillicothe. We congratulate them on their promotion.

Howard Rice, ticket clerk, resigned on August 1 to go into the coal business with his father. We wish him success.

Our sympathy is extended to Conductor M. O'Donnel in the death of his wife.

Dispatcher W. W. Woodward, while returning from Columbus in his automobile early in August, had the misfortune to meet with an accident in which his face was badly cut by broken glass from the wind shield. He has recovered.

Fireman "Tommy" Taylor has bid in a life run. We wish him and his bride orders for a clear track.

It was with deepest regret that we heard of the sudden death of T. "Tommy" K. Stevenson, operator, "DO" office, Chillicothe. His death was due to heart trouble. He had reported for duty at the usual hour but complained of feeling badly and was relieved immediately. Going home he called a physician and later was taken to the hospital. His condition was not thought to be serious, but he suddenly took a turn for the worse and died at 8.45 p. m. on August 5. Funeral services, in charge of the Knights Templar, of which he was a devoted member, were held at his late residence. "Tommy" was well known and liked and his many friends join in extending their sympathy to his wife.

Baggage man J. Touhy is back on his car again after over a month's illness.



Messenger Georgie Northcraft, Chillicothe

Melvin E. Eveland

It was with sincere regret and deepest sympathy that we learned of the death of Melvin Eveland, passenger conductor, who passed away at his home at Price Hill, Cincinnati on Wednesday, July 26, at 9.30 a. m. He entered the service of our Company on February 4, 1881 as freight brakeman; was promoted to freight conductor on February 4, 1885 and to passenger conductor on July 8, 1907, in which capacity he served until taken sick on March 2, 1922. During this time he had made hosts of friends, being one of the best liked men on the road. Previous to his last illness he was conductor on trains Nos. 4 and 1 between Cincinnati and Parkersburg. He was born in Goshen, Ohio, on May 4, 1859. His wife, two daughters and one brother, Conductor R. C. Eveland, survive. To these our heartfelt sympathy is extended.

The Safety Secretary Says:

From the time of life's beginning it has been natural on the part of man to consider self-protection first and foremost. There is an old proverb which says that self-preservation is the first law of nature. Practice SAFETY FIRST.

Manufacturing cripples is poor business. Keep out of it.

Who says "safety" doesn't pay?

Help the Correspondent

Do you know of any news?

Send it in.

Or a joke that would amuse?

Send it in.

Any item that is new,

Of interest and true,

We'll be glad to hear from you

SEND IT IN.

First in our picture gallery this month is Georgie Northcraft, messenger, Superintendent's Office. Georgie recently found a purse in the ladies waiting room at Chillicothe containing about \$10.00 and some papers. She immediately turned this in to the ticket office, where it was found that it was the property of a lady who had just left on a train to Athens. By Georgie's prompt action and honesty considerable worry and difficulty were avoided, and she is commended.

St. Louis Division

Correspondent, H. F. SMITH

Cloyd Stanford, familiarly known as "Hossfly," has now become a certified public accountant and has left our midst to settle in Owensburg, Ky. If you need any letters of recommendation call on us, Cloyd.

Engineers George Vance, Carl Vollmer, Fireman C. Gibson and Brakemen Don Clark and A. P. Harwood, together with their families (beg pardon, Adolph hasn't any) enjoyed quite a fishing expedition at Bay Minnette, Ala. Only our modesty restrains us from repeating the fish stories they told. Anyway the water was deep enough for Harwood to dive in.

Indebted to Caller F. H. Wright for quite a number of items in recent issue. Don't quit us, Frank, after the first offering.

Timekeeper L. R. Kellams is on a leave of absence during which he is taking treatment for his hearing.

M. P. Timekeeper F. C. Klaus has been installed in the big empty room of the former office building at Flora. We suggest a smaller room so it won't be so hard to locate him.

We don't know anything about this but somebody wants to know when Operator

Please mention our magazine when writing advertisers



"Keep These Men"

"Brown, I've been putting the axe to the pay-roll. I've cut out a lot of dead wood unskilled men we can replace tomorrow if necessary.

"But—keep these men whose names I have checked. They draw big pay but they know their work. They are the men who looked ahead and trained themselves to do some one thing better than any one else. We can't afford to lose them."

Thousands of men are idle right now for just one reason—they are unskilled! They work at any kind of job they can get, and when a slow-up comes, they are the first to be dropped.

You can climb out of the ranks of the unskilled and be sure of your job if you really want to do so. You can get the position you want by spare time study in the evening hours you now waste. Yes, you can!

For thirty years the International Correspondence Schools have been helping men and women to win promotion—to earn more money—to get ahead in business and in life. More than 2,000,000 have taken the Up-road to Success with I. C. S. help.

Don't let another priceless hour go to waste. Without cost, without obligation, tear out and mail this coupon. It will take only a moment of your time. But it's the most important thing you can do today. DO IT RIGHT NOW!

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BOX 8513-B SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

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| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> Cost Accountant           |
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 City \_\_\_\_\_ State \_\_\_\_\_

Canadians may send this coupon to International Correspondence Schools Canadian, Ltd., Montreal, Canada

Hoopengartner at "K1" is going to do it. Cold weather is no time to take these trips, "Hopp."

August 1 witnessed the removal of office of Division Freight Agent Ferguson from Flora to Springfield. As a result of this move J. M. Skube becomes chief clerk to Mr. Ferguson at Springfield, C. N. Turns going to Washington as chief clerk to Division Freight Agent Lindsay, succeeding J. T. Wright, who has been appointed traveling freight agent.

Operator and Extra Dispatcher C. V. George has bid in a job at Cincinnati and moved his residence to that point.





Main Line, west of Mt. Vernon, Ohio

L. F. Ackerman has been appointed secretary to Trainmaster Smith and A. J. Smith is now holding down the job as day chief dispatcher's clerk.

### The Picnic Jingle

In honor of Maud Taskey, the trainmaster's clerk,

Who has resigned and will go home to Seymour to work,

Our Company girls gave a picnic quite jolly,  
And put a big crimp in Old Man Melancholy!

So they hied themselves out to East Side Park

All bent on having a jolly good lark.

Eighteen gathered round the table all merry,

Lucile, Blanche, Maud, Pearl, Mayme and Miss Berry,

Edna, Nettie, Bess, Stella, Alice and Lottie,  
Bertha, Josephine, Grace, Carrie, Etta and Dottie.

Sandwiches, olives, pickles, deviled eggs galore

And Jo's fruit salad that makes you call for more.

There was chicken fried to a nice perfection,  
And after all this a dainty confection,

And when they had eaten too much, 'twould seem

They ended the feast with huge blocks of ice cream.

Then when they started to stack up the dishes,

Pearl fed the scraps to the little fishes.

Then round and round the maypole they'd glide,

They swung in the swings and slid down the slide.

Dotty "skinned the cat," she should join a big show.

Stella did likewise, but Edna broke her toe.  
Bess Heise chinned herself on the high trapeze,

Grace couldn't skin the cat, but did skin her knees.

They all romped and frolicked and forgot all dull cares,

Then home on the street car, Lottie rang up the fares,

When each went her way, they said they'd had a good time,

I would tell you the rest, but I can't make it rhyme.

The accompanying photograph shows a portion of main line, St. Louis Division, just west of North Vernon. William S. Canfield is foreman here. This cut was recently worked through with American Ditcher; afterwards the shoulder, as is shown in the

picture, was moulded by hand. This piece of track presents a good appearance and reflects considerable credit on Foreman Canfield, who, as is indicated in this picture, takes great pride in the neat and orderly condition of his section.

### Toledo Division

#### East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

Hats off to East Dayton for the phenomenal record established for "No Accidents"—going through five continuous months on the Honor Roll, with not one accident at our roundhouse. It is a record seldom if ever established at any similar place on the System.

Everybody's been busy during the period of unrest for the past few weeks, the writer having his share of the added responsibilities, but (glad to say) willing to find time for some notes for our good old MAGAZINE and proud to keep East Dayton represented as the "Garden Spot of the Toledo Division."

General Master Mechanic George Galloway recently remarked to the writer that we have a splendidly managed and progressive roundhouse. "Much obliged, Mr. Galloway, we know that, and we're going to keep it that way."

I am reserving a whole lot of recent occurrences which I may use in my notes later on, as they are well adapted to "Among Ourselves." Here is a sample:

Train Master T. J. Daly, while at the roundhouse one evening, asked two of the engine watchmen, Shorty and Percy, if the two yard engines were fired up. He received this reply, "No Boss, they're sound asleep and settin' pretty."

C. E. Thrasher, supervising agent, blew into the yard one evening recently with a swell Oakland Sedan. Just then J. H. Dixon looked up and asked: "What the h—l is making all that noise?" He was informed that it was Thrasher with his trasher. Dick said: "No need of a horn on that machine, it makes noise enough."

The accompanying photo is that of C. Edgar Thrasher, son of Supervising Agent C. E. Thrasher. A bright young chap of four years, and general favorite in his neighborhood!

The writer was asked last week to say a word or two about Yardmaster Lett's automobile and when I saw it, I had a good old fashioned laugh. Four tires of different

sizes, part wagon, and equipped with an odd shaped motor, runs side-ways at times other times not at all. I think this was the machine McGarry was in when they saw those Walking Fish.

I am not mentioning any names, but this ought to get him, all right:

"At every Gal he smiles and smiles,  
He's known as "Smiling Al."  
'Tis said that Ol' Al averages,  
'Bout twenty smiles per Gal."

Helen O'Neil and Irene Mannix are back from their vacations, all smiles, etc., and now Clara Leingang is going to Cedar Point again! Some attraction up there this year, I guess.

I want to offer a gentle yet serious hint to drivers of automobiles in connection with our Safety Crossing Campaign and here it is: "The best time to cross a railroad crossing is after the train has passed."

### Then Remember

"The best thought that Nature ever nursed was that Sweet Thought of Safety First."

### With Apologies to James Whitcomb Riley

When the frost is on the pumpkin

And the corn is in the shock,

That's the time that our business

Goes to pieces on the dock.

When the ice is on the river

And the winds begin to blow,

Frank and Nowak steady pinchem

But the cars are running slow.

Big Tony steady jumping

With the cable on his back,

Old Gotleib at the engine

Steady feeding out the slack.

When you get them on the cradle

Then the coal begins to stick,

Then Albert starts to holler

"Everybody get your pick;"

Then you pick them up and dump 'em

And again you can repeat it

Then it's time to check you bank-book

For it's almost time to beat it.

William Maguire, Toledo



Four-year-old C. Edgar Thrasher



[Division Accounting Office, Dayton, Ohio  
Correspondent, G. M. McBRIDE

You may think you cannot get out of your groove, but so long as you indulge in such thoughts, just so long you stay there.

Keep the Safety First movement in mind—the campaign doesn't close until October 1; really, there is no closing to Safety First movements.

Recently we noticed relics of vacations on some of the desks, being used as paper weights which really helped the looks of the desks very much. What does it mean? Just foresight, that's all—Joe always did have foresight.

Happiness is one thing that can be increased by giving part of it to others.

We are glad to note several new faces in the Division Accounting Office. We are glad also to note the ready adaptability of these newcomers in their respective positions.

Roy Ellison has accepted the position as general stenographer recently vacated on account of Randolph Van Seoyk being promoted to time clerk.

Karl Hotchkiss has accepted the position of income tax clerk recently made vacant on account of Bob Ball being run down by an automobile.

Carl Krug has accepted a position as labor distributor in the Maintenance of Way Bureau.

(Continued on page 64)

# Carnegie Institute, Pittsburgh, Offers Splendid Night Courses in Railroad-ing and Allied Subjects

By R. Sherman Clark

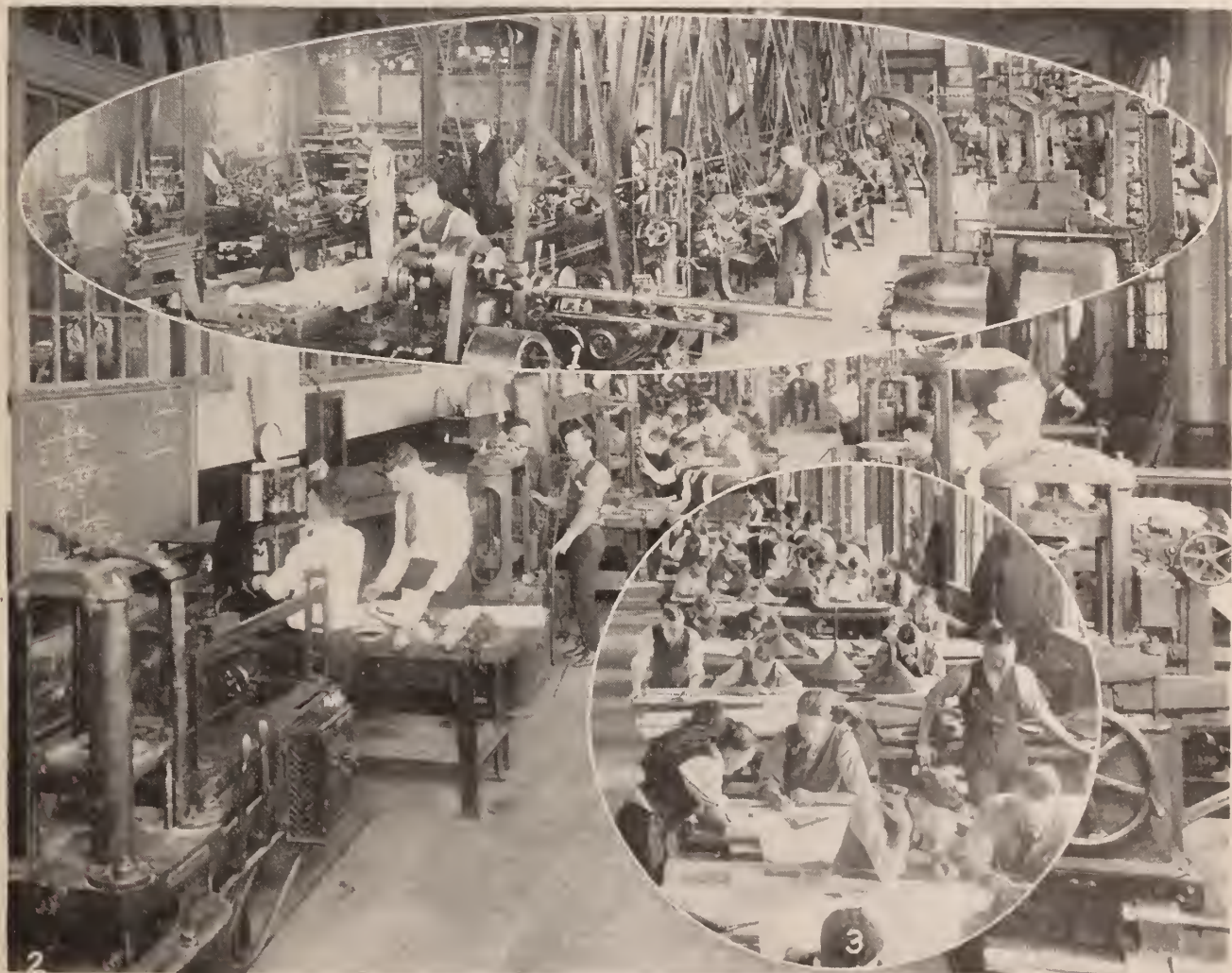
NOTHING brings success like know- ledge. Loyalty, persistence and general natural intelligence all count, of course. But without real knowledge they will not alone go far enough. And there is no royal road to knowledge, so the sages, past and present, have discovered. It comes only to the ambitious—to those who value the returns it brings sufficiently to work hard for it.

Pittsburgh, fortunately, is one place in America where the ambitious readily can learn. To any young man or woman in this district is offered a rare opportunity to increase knowledge and earning power through the Night Courses at Carnegie Institute of Technology. The scope of the courses touches nearly every branch of industry. The range of the work is wide enough to interest either the young worker who wants to specialize, or the one who wants to start along the road of increased efficiency in general, in industry or in the arts. And in no branch of practical, success-bringing learning is this opportunity greater than in the courses incident to rail- road operation and management.

Of particular interest to railroad workers are the courses in civil and mechanical engineering; machinery courses in foundry work, forge shop practice, patternmaking, machine shop practice, and heat treatment of steel, and other special courses in tele- phony, practical chemistry, mechanical drafting, storage batteries, lead burning, Oxy-Acetylene welding, algebra, plane geometry, physics and English.

Each of the shops used in these groups represents the last word in equipment and facilities. Each shop and laboratory is complete in every detail. Expert instruc- tions, combined with modern facilities with which to impart it, are almost immediately reflected in a student's earning capacity.

The Night Courses not only dovetail into the needs of workers in many industries, but they also serve workers with limited education as well as others who already have completed a more thorough schooling. While many courses are available to college and high school graduates, the majority are for the benefit of students without much education, but who wish to broaden their knowledge or to gain additional technical



BETTER TRAINING FACILITIES FOR STUDENTS THAN THESE CANNOT BE PROVIDED  
No. 1. Machine Room. No. 2. Materials Testing Laboratory. No. 3. Drafting Room in Department of Architecture



training in certain fields. And the man or youth of lesser education is as welcome as the more highly trained, and receives equally skilled and conscientious instruction.

Courses in the College of Engineering appeal especially to students with the equivalent of a high school education. In this college, courses are given in Chemistry, Civil Engineering, Electrical Engineering, Mechanical Engineering, and Metallurgical Engineering.

The courses in the College of Industries are the most popular because they meet so many needs. Here ambitious youths, at work during the day, can acquire, at night, technical training in many trades and occupations. Regular courses, leading to a Certificate of Proficiency, are given in the Machinery Trades, Building Trades, Printing, Practical Chemistry, Mechanical Drafting, Stationary Engineering and Telephony. Short special courses are given in many other vocational subjects.

Within the last few years, the College of Fine Arts has drawn heavy enrollment in its Night Courses. Hundreds of young people employed in offices, stores, and in other non-technical pursuits, feeling they have some inclination toward the arts, have uncovered latent talents. Courses open to men and women, are given in Architecture, Painting and Illustration, Music, Drama, Applied Art and Sculpture.

By a new arrangement, the fees for the year of 1922-1923 will be adjusted in accordance with the number of units each course represents. Registration and interview nights will be September 27th, 28th, and 29th. Regular class exercises begin Monday evening, October 2.

## Dayton, Ohio, Notes

(Continued from page 63)

At this critical time all we have to say to these newcomers is "Step on it."

Recently the writer talked with a lady who had been sent a card, complimenting her for heeding the rules in the Safety First movement. The public is being encouraged to "Stop, Look and Listen" at railroad crossings and the efforts are being rewarded in a wonderful way in spite of the fact that there are still some reckless ones. The public, in general, appreciate very much that little card of encouragement and it is to be hoped that many more may be sent before the first of October.

Our prima donna, Miss Clayton, spent her vacation attending Chataqua with the

Westminster Choir, at Winona, where they gave several concerts.

What do you know about promptness? Here's what I know about promptness. Recently, one of our number had an engagement to meet somebody (Mr. Morton, I think) at Ivorydale and as the train was late and he didn't want to be late in keeping his appointment, he started and ran to the shops where, he kept on running. The watchman was on the job with his long automatic and started to run too, and the more he ran the more the one from our office ran but that's all I know about it. If you want to know any more just ask Gene—'cause he knows the fellow who knows all about it. (Somebody told me it was he who did the running in the first place.)

And still we hear the remark "Did you hear about that horse?"

"The early bird catches the worm." Let's see how many early birds there are in this office.

Oh the trials of pedestrians

As they're passing to and fro,  
Mid automobile conveyances

As to their work they go,  
Let us not forget the birdies

In their flight amidst the blue  
With the perils of the airplane  
To dodge 'em just like you.

## Natural Resources along the Baltimore and Ohio

OFFICIALS of the Baltimore and Ohio Railroad's Commercial Development Department, of which H. O. Hartzell is manager, have just completed an analysis showing there are more than 1,000 coal mines on its lines in 54 counties in 7 of the states through which it operates and the seams of coal are minable with a coal reserve of 25,000,000,000 tons. In West Virginia alone, which ranks third in the coal output of the country, 18 billion tons of coal are available for steam and technical use, in mines adjacent to the Company's right of way.

This and other data compiled concerning the mines and grades of coal in Baltimore and Ohio territory are dealt with in the analysis which has been issued in pamphlet form under the title, "Coals and Their Relation to Economic Industrial Locations." Three other pamphlets have been prepared for distribution, one dwelling on "Salt and Its By-Products," which describes locations of salt mines and chemical uses of salt;

another, "Lime, Limestone Flux," serving as a guide to manufacturers who use limestone in quantity, and the third, "Sands, Molding and Glass," points out where these materials are found in abundance.

The analyses made by the Commercial Development Department further indicate that a large proportion of manufactured goods in the United States is produced in cities with a population of 50,000 or less and that on the Baltimore and Ohio alone there are 65 cities of 10,000 or more people practically near the coal fields. Industrial plants, located in these cities, states the report, on account of their nearness to the bases of raw materials operate at lower costs than those less favorably located. This is exemplified by one large metal fabrication plant that changed its location to the West Virginia coal fields and was thereby enabled to lower its costs one cent per pound less than the cost to similar industries that did not have the advantage of such proximity.

In analyzing salt and its by-products, Mr. Hartzell's report points out the opportunities for expansion and future development in the salt industry, especially along chemical lines, citing the northeastern portion of the State of West Virginia as a fruitful field for exploration along this line. Touching on this, Mr. Hartzell says:

"One of the beneficial results of the Great War has been the marked growth of the American chemical industry and the severance of dependence on German chemicals which formerly controlled the world markets. There is an unsupplied demand for these chemicals and in the Ohio Valley of West Virginia and in Ohio are latent possibilities for a large chemical industry, where the finer grades of chemicals in variety can be made under unusually favorable conditions."

## Bottled Sunlight

*Trying to Make Electric Light Bulb to Remain Aglow for Several Years*

A group of men associated with the Tomadelli Corporation, 533-535 Bergen Street, Harrison, N. J., believe they are on the verge of an important discovery, the manufacture of an electric light bulb which, once it is charged with electricity, will remain lighted for a year, possibly two or three years.

It was learned yesterday that all the energies of those interested in the idea are being bent toward the construction of machinery which will charge the lamp. No lamps have as yet been made, it was said.

The originator of the idea is Juan J. Tomadelli, an engineer, formerly of Buenos Aires. An associate of Mr. Tomadelli said yesterday that within three or four months the machinery would be completed, and a private demonstration will take place. A public demonstration will follow if the private demonstration is a success.

"Bottled sunlight" is the name given to the idea of charging electric lamps for a long period. The lamps used in the experiments are similar to the ordinary electric lamp. Instead of a brass cap with a thread to be screwed in the electric light fixture, porcelain is substituted. The porcelain bears the standard thread on the outside. Between the porcelain and the glass of the lamp is an alloy, the secret of which is known to Mr. Tomadelli. Some property in the alloy, when affected by a current of electricity, causes the filament in the lamp to glow with a bright light, according to Mr. Tomadelli's associates. Once charged the lamp will burn for a long time, it was said, and a shade of some sort will have to be devised to cover the light when it is not required.

—New York Times, April 3, 1922.



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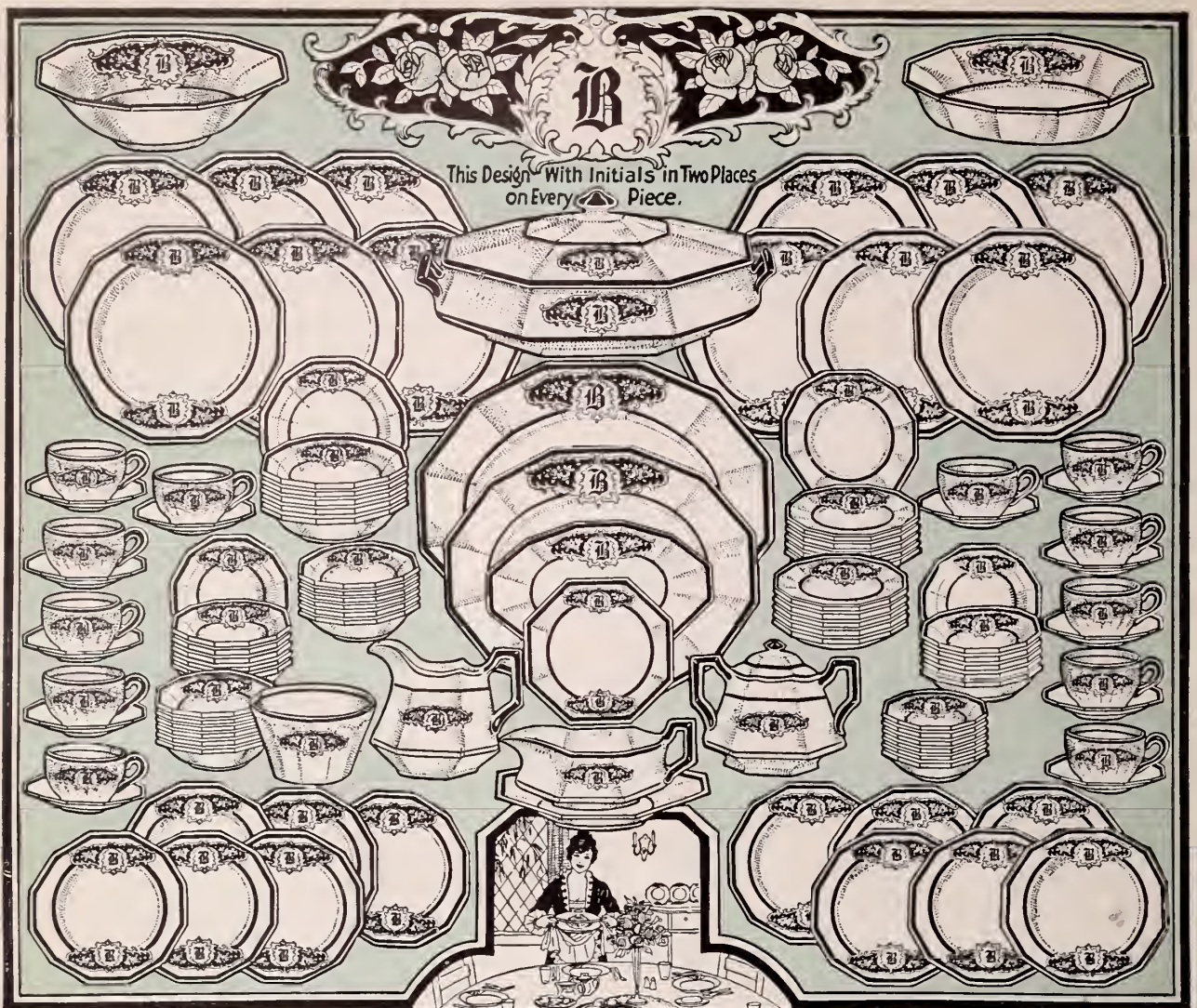
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# Baltimore and Ohio Magazine

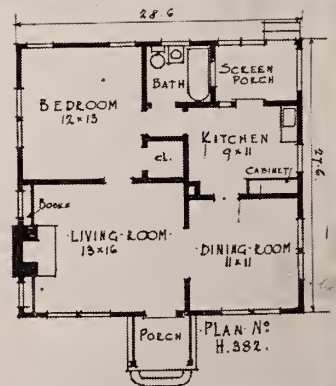
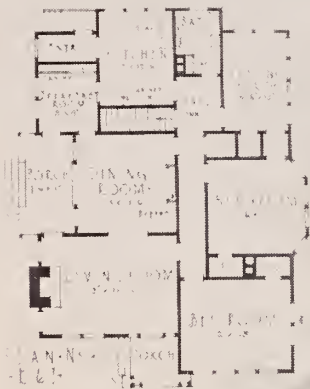
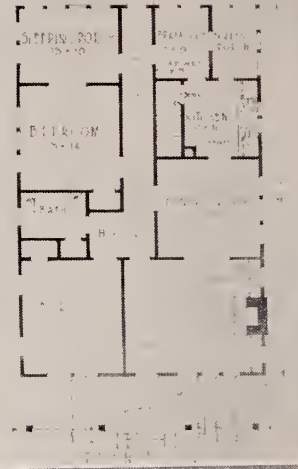
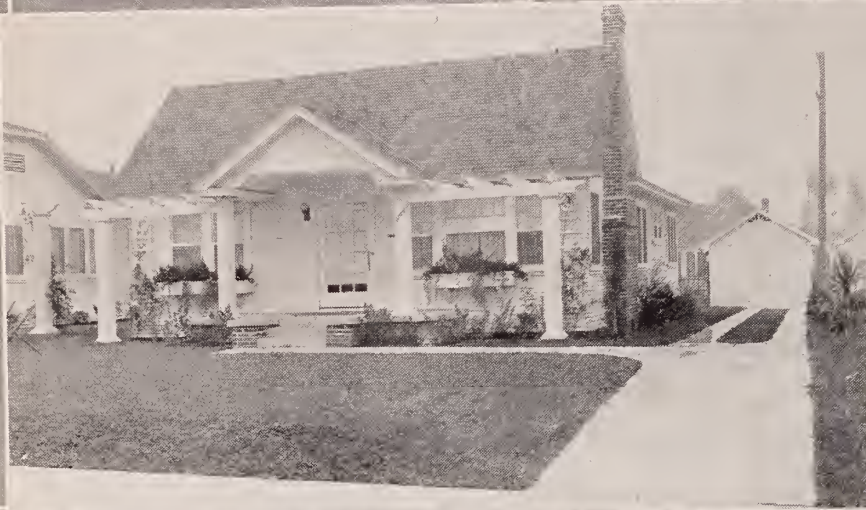


October

1922



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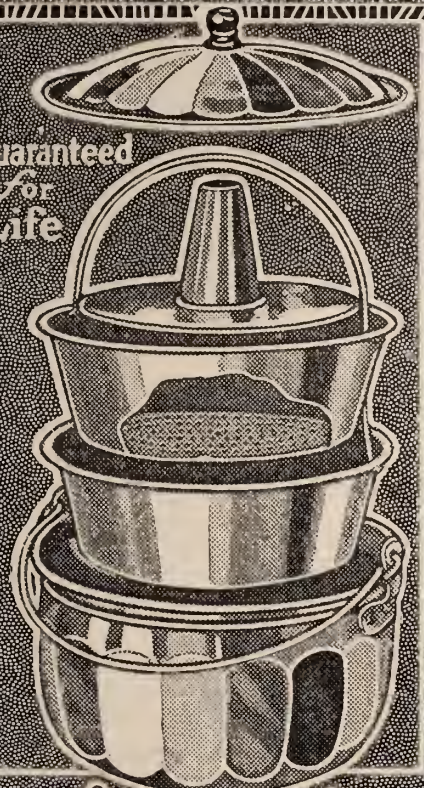
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A handsome booklet issued by the Southern Pine Association, and containing the pictures and floor plans of fifty modern houses, may be had without charge from the Editor of the Magazine on request. We have already distributed over 300 copies of this booklet. Complete working blue prints and specifications for any one of the houses in the booklet may also be had for \$2.50



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**Pudding Pan.** Used like this for puddings, cakes, bread. Also milk dish. 2½ quarts.



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Used as a Double Boiler cooks cereals, no scorching. Steams vegetables in top. Kettle Cover made of thick aluminum.



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**Convex Kettle.** This combination used for cooking and stewing vegetables. Bulged sides, easy to pour liquids off. Used as Windsor kettle.



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When used as Preserving Kettle distributes heat evenly. Not necessary to stir the contents.



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A complete cooking set in this wonderful combination. Send only the coupon and we ship the set, all charges prepaid. Try it 30 days on free trial, and then if not just what you want, pay nothing and send it back and we'll pay the return postage charges. If you keep it, pay bargain price at the end of 30 days' free trial and it is yours. Mail coupon today.

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Made of best heavy-gauge aluminum—bright, silvery, beautiful, easy to keep clean, light to handle—guaranteed for life.

This complete set gives you eleven utensil combinations. Outside kettle holds 6 quarts, inside pans 2½ quarts, other utensils in proportion. All highly polished on outside. Sun-ray finish inside. When not in use all pieces nest together. Takes up little space. Sets on shelf. Bails (or handle) detachable. You must see it and use it to realize what it really is. So send at once.

Order by No. 417DMA6. At end of 30 days' free trial, pay only \$2.75 if you keep it. Shipped from Chicago prepaid.

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# Baltimore and Ohio Magazine

Volume 10

Baltimore, October, 1922

Number 6

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.





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**Have a Smile**

A customer who called at the clock shop was shown all kinds of clocks, all sizes and shapes and a timepiece of every description. At length the jeweler took a massive timepiece from the shelves. "Here, Sir," said the jeweler, "is a clock which will, I think, suit your fastidious taste. At precisely 10 o'clock every morning the tiny bells chime and a bird hops out and sings a carol."

"I will take that if you make a few changes in it," replied the customer.

"With pleasure," said the jeweler, who seems to be the only man who can change the facial expressions without pain.

"I have a daughter, went on the customer, "and I want a clock for the front room where she entertains her company. Make it so that at 11.00 o'clock every night a milkman's bell will ring and a newsboy will shout "Morning papers."

—*Ironton News, Ironton, Ohio*

**Quite a Nuisance**

Charles M. Schwab is credited with having sprung the following at a dinner recently:

"Some men, retiring from business at fifty-five or so, take bungalows at Los Angeles and do nothing but sit on their front porches and listen to their arteries hardening. A bad thing.

"Others join the Atlantic City colony. There they are sure to become cranks, golf cranks, while their wives, frequenting the boardwalk sales in the Japanese shops, become auction cranks. Rather a nuisance, that.

"I once spent the week-end at an Atlantic City cottage where my host and hostess were cranks of this kind. My bedroom adjoined theirs and I got very little rest, for all night long the golf crank husband kept shouting in his sleep, "Fore!" and instantly his auction crank wife would yell out, "Four and a half."

—*North Shore Bulletin*

**On the Safe Side**

A man from Arizona on returning home was telling of the crookedness of card playing, as practiced in Montana.

"I was settin' in a little poker game with a bunch of fellers up there," he orated, "when one guy parks a cud of chewin' tobacco in the middle of the table. Well, I don't say nothin.' Then pretty soon another feller parks his. Still I don't say nothin.' But when a third does the same thing, I gets fretful.

"Say, I says, 'what's the big idea.'"

"Pardner, one of the fellers says, 'you don't think we're goin' to take no chances by turnin' our heads, do you?'"

—*Wroe's Writings*

First Kindergarten teacher—And how many children have you?

Second K. teacher—Twenty-nine; and how many have you?

First K. teacher—Thirty-six.

Pat, (in seat ahead)—Say, what part of Ireland do ye come from? —*Puppet*

**PATENTS**

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**Both of 'Em**

Judge O'Neill (to Irish prisoner)—"Well, and what brought you here?"

"Two policemen, your honor."

"Drunk, I suppose?"

"Oh, begorra, they were, your honor—both of them."

"Ten dollars, or a month in jail!"

"Thank yer kindly, I'll take the money."  
 C. A. Wagner

**Can't Leave His Business**

"Mamma," asked Freddie, son of Mooie Goldstein, "are we going to heaven some day?"

"Yes, dear, I hope so," was the reply.

"I wish papa could go, too," continued the little fellow.

"Well, and don't you think he will?" asked his mother.

"Oh, no," replied Freddie, "he couldn't leave his business."  
 C. A. Wagner

**Good to the Irish**

"How much are yer fish, Mr. Goldstein?"

"Eight cents a pound, Mrs. O'Brien."

"I'll take two of them. How much will they be?"

"Let's see: Eight pounds—eight times eight are eighty-four. Take them for seventy-five cents, Mrs. O'Brien."

"Thank ye, Mr. Goldstein, I'll do that. Ye're always good to the Irish, I'll say that fer ye."  
 —*North Shore Bulletin*

Traveler rushing up to a station attendant, breathlessly: I want to catch the last train to Buffalo.

Attendant: What's your hurry—You'll be dead a long time when she leaves.

—*Exchange*

**An Amazing Raincoat Offer**

Goodyear Mfg. Co., 4558RD, Goodyear Bldg., Kansas City, Mo., are offering to send a Goodyear Combination Top and Raincoat to one person in each community who will recommend it to friends. If you want one, write today.

**Why Call on the Girls**

Dear Editor: I have a conversational problem. After I go with a girl a time or two she seems to tire of me. I do not care to make love, or to brag, and I do not know what to talk about. Can you suggest some way from me to be interesting?

Serious Samuel

Dear Serious Samuel: If you do not care to make love, or brag, why waste a girl's time? Why not join the Y. M. C. A. and spend your evenings there?

*The Bughouse Bugle*

**Saving It for the Wake**

An Irishman, lying on his death bed, was questioned by his inconsolable, prospective widow. "Poor Mike," said she, "is there inythin' ye wud like to have that wud make ye feel better?"

"Plaze, Bridget," he replied. "O'id like a taste of that ham Oi smelt a-boilin'."

"Go 'way wi ye. Divil a bit of that ham ye'll get. 'Tis for the wake."

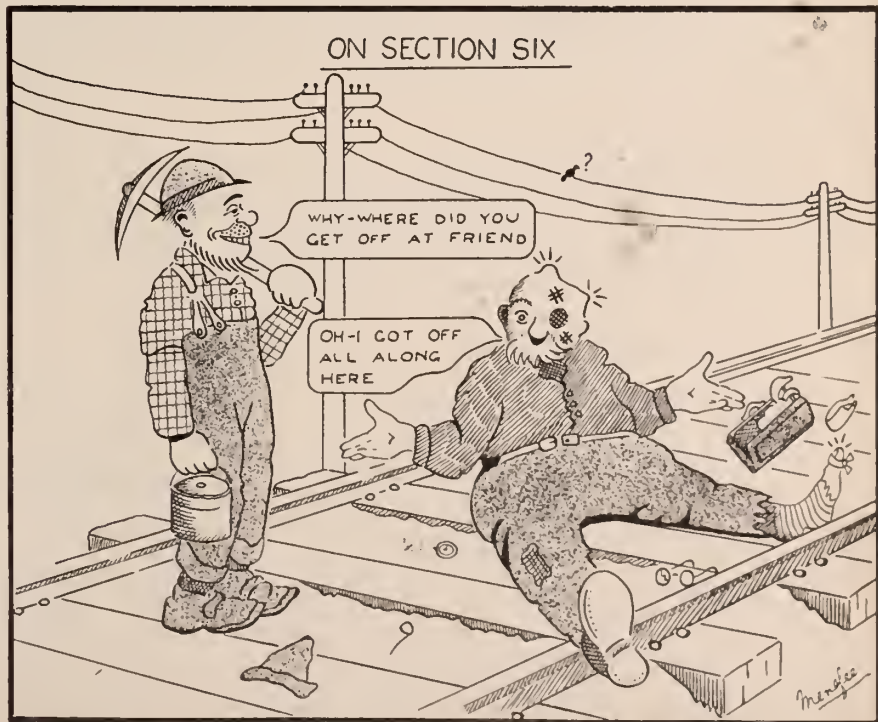
—*American Legion Weekly*

**Righto, Old Top!**

"Well, dad, here we are," said the young man who had persuaded his father to attend a boxing match, "I'll warrant you'll get more excitement for your two dollars than you ever got in your life before." "Huh! I doubt that," grunted the old man. "Two dollars was all I paid for my marriage license."  
*The Bughouse Bugle*

Jocular traveler to Pullman porter: How often do you kill a man on this railroad, Sam?

P. P.: Only once, Suh—only once.  
 —*Exchange*





## The Baltimore and Ohio Railroad Company

OFFICE OF THE PRESIDENT  
BALTIMORE, MD.

SEPTEMBER 25, 1922

### TO OFFICERS AND EMPLOYEES:

During the past ten weeks, owing to the fact that a large number of the men employed in the shops were on strike, the Baltimore and Ohio Company has been obliged to curtail its service to a considerable extent. Much through freight, which customarily would move over the Baltimore and Ohio rails, has been diverted to other lines. The pressure for coal since the end of the strike of the bituminous coal miners has also added to our difficulties, and made it impossible to fully serve shippers located on the lines of the Baltimore and Ohio, and at some places dependent wholly upon this Company for transportation. Nevertheless the shippers have shown great patience under trying circumstances.

Now that the Baltimore and Ohio men have returned to work, the public will expect an immediate resumption of normal operation. This will, of course, be impossible, no matter how hard we may try to meet the requirements of the situation. We cannot in a few days recover what was lost in a period of more than two months. However, by a united effort and with a determination on the part of everybody connected with the Baltimore and Ohio System to restore normal conditions at the earliest possible moment, in order that we may give to the public the service it has a right to expect, a remarkably quick recovery can, without doubt, be made.

The officers and men upon whom an unusual burden has fallen during the strike have undergone a great strain. The Management realizes this and appreciates the efforts and sacrifices they have made. The men who have been idle have experienced a loss in wages equal relatively perhaps to the severe loss which the Company has sustained in consequence of the strike. To regain the business which naturally and normally belongs to the Baltimore and Ohio; to handle the business which has been held back but will now move, together with the increase which we must look for due to a lessened coal production during the past Summer—is a task which we must now unitedly attempt to perform. It is a big task, but one which I believe we can accomplish and accomplish quickly if there is a genuine spirit of cooperation among all connected with the Baltimore and Ohio service.

For the reasons above mentioned, the Baltimore and Ohio Management appeals to all Baltimore and Ohio employes for a special effort; for a little additional energy and enthusiasm, if possible, in order that we may come back quickly to a normal basis and be able to give to our patrons and to the public generally the kind of service which they are accustomed to expect and receive from this Company.

THE BALTIMORE AND OHIO RAILROAD COMPANY,



President



# BALTIMORE AND OHIO MAGAZINE

*Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes*

VOLUME 10

BALTIMORE, OCTOBER, 1922

NUMBER 6

## Our Tenth Anniversary Number

### The First Issue of the Baltimore and Ohio Magazine Was for October, 1912—A Retrospect and a Prophecy

The first issue of the Baltimore and Ohio MAGAZINE, then called the "Baltimore and Ohio Employes MAGAZINE," was for the month of October, 1912, just ten years ago this month. This, therefore, is our Tenth Anniversary Number notwithstanding the fact that publication was suspended during a few months of 1914-1915 on account of extremely unfavorable business conditions and the necessity for retrenchment in every direction.

Although the Baltimore and Ohio cannot add the MAGAZINE to its other "Firsts," it can claim that our MAGAZINE was *one* of the first of its kind published. Since its first issue many other railroad magazines have come into the field and there are now being published in this country alone literally hundreds of plant publications similar in scope and object to our own.

The present editor has been with the MAGAZINE during practically its whole history. During that time it has been his pleasure to meet a host of Baltimore and Ohio people, to work with them and to feel the fine assurance of having their support and interest. In fact, if there is one respect in which the Baltimore and Ohio MAGAZINE excels it is because it has enlisted so generally the active support of so many officers and employes of the Railroad. It has become to an extent (although not nearly to the extent we should like to see it) a clearing house for the opinions and ideas of those in the Baltimore and Ohio family.

Nine years' work on the MAGAZINE has given the editor a pretty clear conception of the problems of the Railroad and of those connected with it. These have been gained through contributions reaching the MAGAZINE office, through inquiry and through acquaintance and friendship. Furthermore, he has had the privilege

of consulting freely with officers of the Railroad, to find out just what they are thinking about the great property and the great family with which we are all connected—and with the thought, of course, of passing on their views for the benefit of all the rest of us. It has often appeared that these views were being interpreted to the members of our Railroad family in words which they could clearly understand. At other times it has seemed discouragingly evident that the admittedly fair and liberal attitude of our Management toward our employes has been so poorly presented in the MAGAZINE as to have missed the mark almost entirely.

With this in mind, it seems to the writer that no better use could be made of this space in our Tenth Anniversary Number than by presenting to our readers a somewhat intimate and informal history of the Baltimore and Ohio in certain of its aspects during the last ten years, as well as some remarks concerning its present and future, for the purpose of trying to make clear just what the Railroad stands for.

#### In Retrospect

It was in 1913 that the officer then directing the MAGAZINE policy requested that the question,

"Are You Following the Baltimore and Ohio Way?"

be printed in bold face type in the center of a Magazine page containing no other printed matter. This was done and was, in effect, a friendly challenge to all employes who read it. It meant that the Baltimore and Ohio had gone on record as being in favor of certain well defined principles of business action and that if a man were really a loyal employe he would do what he could to make them effective.

Even before this, certain of these

principles were well known to the rank and file on the Railroad. It was only shortly after Mr. Willard became our president that he was asked the question, "Where do you place Safety in the operation of a railroad?" He gave the answer, "Above everything else,"—an answer which has been an inspiration and buttress to all those interested in Safety ever since that time. And our record shows that in a gratifying measure at least we have followed "the Baltimore and Ohio Way" in Safety.

As early as January, 1913, there appeared an article in the MAGAZINE requesting employes not engaged in traffic solicitation to do what they could to bring business to the Railroad. Several years later postcards addressed to a traffic officer were inserted in each issue of the MAGAZINE for the purpose of giving every employe a chance to send in a traffic "tip" which might lead to new business. It was in the latter part of 1920 that President Willard appealed to the Veterans to make a united effort to bring business to our rails, thus bringing to a climax the business getting efforts of the decade. And that here again we followed "the Baltimore and Ohio Way" was shown by the many carloads of freight and passengers moved on the Baltimore and Ohio which, without the ready response, would have gone to other roads.

At the convention of officers of the Railroad at Deer Park in 1916, the Mexican trouble was brewing, and it was in his address there that President Willard made clear another great principle of the Baltimore and Ohio, namely, that in time of national emergency everything on the Railroad would be secondary in importance to the movement of troops, munitions and supplies. It was also at this convention that he gave utterance to



his memorable "Good Neighbor" statement which has been frequently printed in the *MAGAZINE* and which has become more truly the expression of what the Baltimore and Ohio stands for than anything else. During the years, evidence has not been wanting that in these principles also we have been following "the Baltimore and Ohio Way."

Who can forget the importance which the word "Americanism" began to take on during the latter half of 1914, after Europe had plunged into the war debacle? At first it was negative in its meaning—we were to be pro-nothing except pro-American. But even then it was necessary to stand up and be counted, for there were many about us who were anything but pro-American. Then came the day that for months had seemed inevitable, the day on which our nation decided to take its stand on the firing line at the side of the Allies. Here again a Baltimore and Ohio principle was enunciated clearly—that every employe who went to war could get his job back when he returned—and it is only fair to believe that many of the over five thousand from our Railroad ranks who marched with the colors, were buoyed up in moments of depression and danger by the thought that back home their jobs awaited them on the old Railroad. Furthermore, the old Railroad itself—in keeping with its tradition of public service, begun during a national emergency, the Civil War, and carried on through every following national crisis—was in "up to its neck." Munitions of war in large quantities and men in great numbers were carried safely and swiftly over our rails during the war, and there were few railroads which suffered as much as did ours, particularly in the division of Management and the diversion of traffic enforced by Federal Control.

Be it known to all who read this, whether they are entirely in sympathy with it or not, that President Willard was one of the earliest and most earnest supporters of the legislation which resulted in the Transportation Act of 1920, under which the railroads are now operating; and that since this was made the law of the land the Baltimore and Ohio has lived up not only to the word, but to the spirit of all its provisions. In this the Baltimore and Ohio is following the only legally constituted authority that it can follow as an American public utility. It has, therefore, most truthfully made this government statute "the Baltimore and Ohio Way" for itself, and has only maintained and urged that

the employes of the Baltimore and Ohio should be willing to do the same thing.

It seems almost unnecessary to mention the growing importance of courtesy on the Railroad during the last decade. Yet, as we pause in our retrospect, we not only mention it but we emphasize it because its recent vigorous growth on the Baltimore and Ohio is the best proof that as the years have sped by more and more employes have been glad to follow "the Baltimore and Ohio Way."

It is undoubtedly true that ten, twenty and more years ago Baltimore and Ohio employes were courteous. To see that, it is only necessary to meet the dozens of inherently courteous trainmen who are on the Road today and whose service stripes show that they were on the Road extending courtesy twenty and more years ago.

Nevertheless the spirit of the times has changed during that period and progressive leaders in the railroad world have been wont more and more to emphasize the public service nature of their business and how big Courtesy bulks in it—none, please note, more quickly or more vigorously than on the Baltimore and Ohio. It is but natural, therefore, that with this ideal held out by the Management before the employes of the Road, there should have been a quickened response from them. Casual conversations in the day coaches and Pullmans on our trains, or in our stations, and the letters of appreciation which pour in upon the officers of our various departments, for special courtesies rendered by our employes, show the extent of this response.

Leaders in our railroad ranks have been quick to catch the soundness of the appeal in the courtsey idea and to promulgate it among their associates. It is not unreasonable also to suppose that the *MAGAZINE* has been an important factor in suggesting constantly to the employes of the Road that they are following the best Baltimore and Ohio tradition when they are courteous.

This apparently greater willingness of larger numbers of our employes to follow "the Baltimore and Ohio Way" has come because of growing belief in the absolute fairness and reasonableness of our Management, which does not expect or ask the impossible of anyone. It has also been brought about by a better understanding of what the Management wishes, made possible by many things; by the greater social mingling of our employes, for in-

stance, in welfare, athletic and other recreational organizations.

#### The Present

But if the retrospect shows that something has been accomplished during the last decade to make us a more useful, contented and successful organization, let us not on this account discount the job facing us today and in the future.

The last five years have been extremely trying ones for the railroads. It seems that just as soon as they pull through one crisis, another is heaped upon them. Operating today more efficiently and more economically and with lower rates and higher wages than railroads elsewhere in the world, some power, some interest, some threat seems constantly to be demanding the impossible of them. And the penalty that is held like a sword over their heads is Government Ownership, a panacea put forward by theorists who are unwilling or unable to see that in no matter what place or country it has been tried, it has been proved far inferior to private control from almost every standpoint and a positive menace to economical national administration in the country which is burdened with it.

Fair minded and far seeing experts in our railroad world have repeatedly said that if the railroads are permitted to work out their problems under the provisions of the Transportation Act of 1920, with such modifications as may be admittedly advisable, they can do so. And at the same time they can give satisfactory service to the public, fair wages to their employes and reasonable dividends to their stockholders. This is what the Baltimore and Ohio believes it can do provided it has the good will and cooperation of its employes.

The Baltimore and Ohio has great assets to help it win this goal. Its reputation is above reproach among all people. Its Management has shown high qualities of skill, patience, courage, liberality, fairness and determination. And it is safe to say that the desire among its employes to place the Baltimore and Ohio in the first rank among American railroads, is stronger today than ever before. But let us not forget that our Railroad has suffered so severely that even if every employe increases his own or her own efficiency beyond anything that it has been before, as is confidently expected, it will take months to put the Road where it should be.

#### The Future

Therefore, as for the future, what can be said? Nothing, perhaps, more



definite and conclusive than this, addressed to the Veterans by President Willard last January:

"No matter how hard we try, we cannot make the Baltimore and Ohio Railroad the greatest railroad in the world, or the straightest or the richest railroad, but we can, if we will only try hard enough, create for it the reputation of being the best railroad in the world in point of service. We can do that. I cannot do it alone. You cannot do it along. But all of us working together can do it, and I earnestly desire your cooperation in this way.

There—is another friendly challenge to follow "the Baltimore and Ohio Way," a way which will surely be a pleasant one and a profitable one "if we work together."

The Management of the Baltimore and Ohio is infinitely more concerned about the welfare of every individual employed by it than most of us realize. It is thus concerned about them not alone because it realizes that a satisfied employe is the best employe—not alone because it knows that the health and prosperity of a big organization like the Railroad can most often be gauged by the health and prosperity of those employed by it. The bigger and finer reason is because it is interested in the welfare of its employes in the same way that one man should be interested in the welfare of another, purely from the standpoint of disinterested friendship.

It was only last winter that the Management made certain engagements with the Veterans in regard to an increase in our pension. A better illustration is the fact that for the year ended August 31, 1922, the Baltimore and Ohio paid over \$50,000 in salaries to sick employes of one department alone.

The Company was under no requirement to pay out this money in wages and did so in a spirit of liberality and appreciation to considerate and faithful employes.

The Management has also had under consideration for some time proposals which, if put into effect, would redound to the prosperity and happiness of its employes. In the opinion of the writer these will come, in time, if "we all work together."

#### The 100 Percent. Baltimore and Ohio

There is everything to make one proud in active employment with the Baltimore and Ohio. Its policies are progressive, constructive and humanitarian, both in relation to the public which it serves and the thousands of people whom it employs.

It is a fine thing to be able to say that one works for the Baltimore and

Ohio. One can do it in any assemblage and hold his head high and have a look of pride in his eyes. For the people of the country through which the Baltimore and Ohio runs and where it is best known have come to understand clearly that it is fearlessly and ably led, honestly and fairly managed.

Membership in such an organization should be a tremendous incentive to all officers and employes. It should mean complete assurance of

getting a square deal, of having every effort which they make in the interest of the Company appreciated and rewarded. It should mean that every one of us will gladly work toward a 100% Baltimore and Ohio, when

The people who own it,  
The people who manage it,  
The people who work for it and  
The people who use it—

like it so well that they want to continue their relationship with it indefinitely.

## Trade Mark Contest—Some Suggestions

AT this writing, the September MAGAZINE having been distributed for only two weeks, 271 entries have been received in the Trade Mark Contest, showing great interest among our readers.

Solely with the idea of being helpful and not critical, we must register our disappointment at the quality of the ideas thus far submitted. The outline of the contest given in the September issue emphasized the fact that a trade mark, to be effective, must be simple. Fully nine out of ten of the suggestions thus far received have more words and ideas expressed in them than a trade mark should have. It is easy to put down in a circle, or a square or some other drawn figure, a summary of the outstanding best characteristics of the Baltimore and Ohio, and this, unfortunately, is what most of the contestants thus far entering the contest, have done. It is much harder to boil all these things down into one concrete, convincing and, at the same time, comprehensive idea which stands out like a searchlight at night, and which has stamped all over it the character "Baltimore and Ohio."

Only a few of the contestants have gotten anywhere near the kernel of the subject. We hope that our supposition that those who have thus far replied have really not given the contest a great deal of serious thought, and that the more thoughtful entries will be received later, is a correct one. Not all of those replying thus far have observed regulation No. 6, which reads:

"6. Write on one side of the sheet only, allowing plenty of space between lines. Do not place any evidence of authorship of the suggestion either on the envelop in which the suggestion is mailed or in the suggestion itself. But with the suggestion enclose a blank envelop containing a slip of paper showing name and address of the contestant. The contestants will not be known, even to the judges,

until the winning suggestion, if such there be, has been decided upon."

Those who have violated this rule have had their entries returned to them to be resubmitted correctly.

Some of the contestants have used the expression "B & O" in the ideas which they have submitted. Anyone who has read the MAGAZINE at all carefully during the past few years should know that it is the wish of the Management that this expression be not used in any way in connection with the Railroad, except where absolutely necessary in car records, etc. It certainly does not wish it featured in a trade mark and the use of "B & O" would disbar any entry from the competition. The expression "Baltimore and Ohio" should be used and not the initial abbreviation. A perusal of the MAGAZINE, practically since its inception, will indicate how infrequently "B & O" has been used, generally only in poems, where the rhyme or rhythm made its use desirable.

The contest will not be concluded until a satisfactory trade mark has been submitted or until it is deemed inadvisable to search further through the contest for one. But the first trade mark which hits the mark, will be accepted, and the contest will then be over. The desirability of using reasonable speed in submitting your idea is, therefore, apparent.

Many entering the contest have evidently been obsessed with the importance of Maryland and Baltimore in Baltimore and Ohio history. To be sure, they have played bigger parts than any other states or cities, respectively, but it must be remembered that the Baltimore and Ohio now runs through thirteen different states and that the largest cities in the country are served by it; and that to suggest a trade mark featuring Maryland or Baltimore at the expense of other states and cities, would certainly not represent the whole Railroad and all that it stands for.



# Columbus

Cincinnatus Hiner Miller

Known as JOAQUIN MILLER



**B**EHIND him lay the gray Azores,  
 Behind the Gates of Hercules;  
 Before him not the ghost of shores,  
 Before him only shoreless seas.  
 The good mate said: "Now must we pray,  
 For lo! the very stars are gone.  
 Brave Adm'r'l, speak; what shall I say?"  
 "Why, say: 'Sail on! sail on! and on!'"

"My men grow mutinous day by day;  
 My men grow ghastly wan and weak."  
 The stout mate thought of home; a spray  
 Of salt wave washed his swarthy cheek.  
 "What shall I say, brave Adm'r'l, say,  
 If we sight naught but seas at dawn?"  
 "Why, you shall say, at break of day:  
 'Sail on! sail on! sail on! and on!'"

They sailed and sailed, as winds might blow,  
 Until at last the blanched mate said:  
 "Why, now not even God would know  
 Should I and all my men fall dead.  
 These very winds forget their way,  
 For God from these dead seas is gone.  
 Now speak, brave Adm'r'l; speak and say"—  
 He said: "Sail on! sail on! and on!"

They sailed. They sailed. Then spake the mate:  
 "This mad sea shows his teeth tonight;  
 He curls his lips, he lies in wait,  
 With lifted teeth, as if to bite:  
 Brave Adm'r'l, say but one good word;  
 What shall we do when hope is gone?"  
 The words leapt like a leaping sword:  
 "Sail on! sail on! sail on! and on!"

Then, pale and worn, he kept his deck,  
 And peered through darkness. Ah, that night  
 Of all dark nights! And then a speck—  
 A light! a light! a light! a light!  
 It grew, a starlit flag unfurled!  
 It grew to be Time's burst of dawn.  
 He gained a world; he gave that world  
 Its grandest lesson: "On! sail on!"



### Government Ownership in Australia—Industries Returning to Private Control

GOVERNMENT ownership is on the wane in Australia. In August the Australian Government announced it was going out of the shipbuilding business and also out of the business of owning and operating merchant steamers. As for its woolen mills, it has decided that they should be handed over to private enterprise, on the theory that the government should not engage in an undertaking which requires it to go out and solicit trade. In the business of operating ships the Australian Government has encountered exactly the labor troubles that confronted the employers with a few extra thrown in for good measure. Official Australia is now anxious to have someone else operate its ships.

—The Nation's Business

## The Coal Bill and the "Smoke Screen"

That part of coal which will burn is called the "Combustible" of the coal. The Combustible of coal is found in two forms in all coals: (a) fixed carbon or coke; and (b) volatile matter, which consists of the pitch tars and oils of the coal, which, when driven off, are made gases by the heat of the firebox.

The fixed carbon of the coal gives the fireman little trouble because it stays on the grates until it is burned, and it will all burn; but it only constitutes approximately 39 per cent. of the heat value of the coal in such coals as are used on the Baltimore and Ohio.

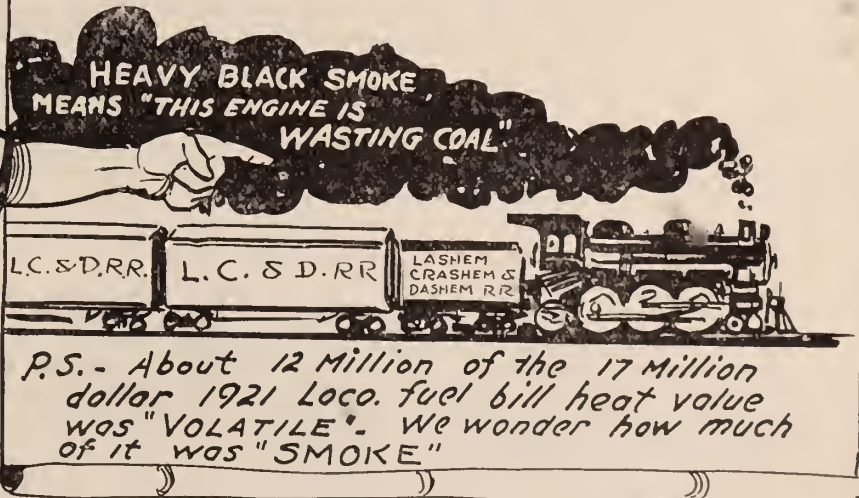
The Volatile or gaseous matter of the coal that will burn, constitutes approximately 61 per cent. of the heat of the coal.

The Volatile will not burn in the tubes. The time that it takes the gases to travel from the fuel bed to the tubes is so short that burning conditions must be JUST RIGHT or a large portion of the gases will escape unburned. When they escape unburned they come out of the stack AS SMOKE. SMOKE therefore, is for a large part UNBURNED COAL—WASTED COAL in other words. BLACK SMOKE IS A SIGN OF WASTE.

An Engine crew that does not understand how to burn gases may allow 70% of the gases to escape unburned. This means that of two firemen on a trip, one who knew how to burn the gases completely would use 5 tons—the other who allowed 70% of the gases to escape unburned would use 8.5 tons. In other words the second man would have to fire 3.5 tons more coal than the first man to get the same heat value on that trip. This is EXTRA WORK for the MAN, EXTRA EXPENSE for the Railroad for coal, to say nothing of the extra labor involved in caring for dirty fires and the extra expense of repairs made necessary by burning the extra 3.5 tons of coal.

BLACK SMOKE IS NOT NECESSARY—IT IS A SIGN OF INEFFICIENT FIRING.

HOW TO PREVENT IT? Read pages 14 and 16 of the book "GOOD FIRING." If you haven't a copy ask the Road Foreman, and remember.



P.S. - About 12 Million of the 17 Million dollar 1921 Loco. fuel bill heat value was "VOLATILE". We wonder how much of it was "SMOKE"



C.H.D.



# Safety Section

## Do You Want to Earn Big Profits?

*Invest in Some Safety Stock—It Pays Good Dividends!*

By E. E. Alexander

Supervisor, Timber Treating Plant, Green Spring, W. Va.

THE success of the Safety work is better understood when we realize the importance given to it by our own president, Daniel Willard, who has placed it "above everything else" in importance in the operation of a railroad.

It is the greatest work ever undertaken by any railroad or industry and it pays bigger dividends. Having for its object the preservation of human life and limb and the prevention of destitution and misery, it has come to be recognized as an indispensable part of any organization. It is not only good ethics, but it is good business.

To my mind, the three fundamentals that have made the Safety work successful are: Education, Cooperation, Confidence. If I were asked to design a Safety emblem, I would suggest three links, arranged in the form of a triangle and bearing these three words. In the center I would have the word "Safety," in gold, for the sum of Education, Cooperation and Confidence equals Safety—pure gold to all, but often recognized too late.

Through Education, the most important of these, ignorant and careless persons become intelligent and careful, capable of fullest cooperation with their employes and fellow workers; they learn to place confidence in themselves and in others; they realize that Safety is a mutual benefit and a blessing to all and that it is necessary to health and happiness.

By far the greatest number of accidents have been the result of carelessness, ignorance and bad practices. Any Safety campaign, if it would achieve success, must recognize these causes and must combat them through education. Education is oft-times slow and its results are sometimes intangible, but that it does produce real results is evidenced by the great reduction in the number of accidents since Safety work began.

Fully three-fourths or 75 per cent! Think of it!

Read that again; consider it well; estimate its value, if you can. How

far-reaching are its results! How many lives does this 75 per cent. represent? How many limbs saved? How much suffering, destitution and misery prevented?

The real results of accidents reach beyond the capacity of cold figures. They cannot be computed. If we could conceive, only partially, its true value, we would all be converts to Safety and never miss an opportunity to be careful and to make the world safe for others. Our reward would be a duty well done, the satisfaction of never having caused unnecessary loss of life or limb through any careless action on our part.

Seventy-five per cent. of accidents, due to carelessness, averted! This is the result of education; education that has taught men that there is a cause, a responsibility for every accident; education that has taught men to wear goggles, proper clothes, gloves;

etc., and how to use tools and machinery. Safety committees are Safety teachers who have taught us to think first (which is synonymous with Safety First). This is the education that has made safety work successful.

And this education will go on. Our mechanical hazard has been reduced almost to a minimum; it is the human factor that needs further teaching. Moreover, this education requires careful, efficient foremen to carry the work on. If a foreman is careless his men will be careless. Cleanliness and neatness are also aids to Safety and are included in its education.

How has this education been carried on?

Through cooperation between our officers and employes; through various Safety committees; through moving pictures, blue prints, placards, slogans and posters. Last, but by no means least, through our MAGAZINE.

Only continuous campaigns are successful. This campaign will be carried on until every child is taught Safety in the public schools, until the mother teaches Safety in the home, and until the civic and social clubs, the churches and other organizations, including the press, cooperate in the promotion of Safety. How successful our Safety work will be when education reaches that stage where careless acts and even words that cause suffering to others will be avoided as poisons that destroy soul and body!

## Some Accidents That Might Have Been Prevented

**Baltimore Terminal Division**—A car repairman was assisting some fellow workers to move a car which was too close on the repair tracks to another. As some of the others moved the car, the repairman attempted to place chocks under the wheels. It had been raining and the tracks were wet. The car wheel shoved the chocks along the rail. The repairman was walking behind the car as it drifted slowly along and as he rose he was squeezed between the end sill of the moving car and another standing still. He should have stood outside the tracks to place the chocks. There were brakes on the car and these could have been used to stop the car just where it was wanted and then the chocks could have been safely placed in position. The repairman paid with his life for his thoughtlessness.

**Ohio Division**—After relaying a signal to the engineer of a freight train that was pulling into a siding, a brakeman walked along the top of the cars towards the locomotive. It was night, but clear weather. When about six car lengths from the forward end of the train he fell between two cars and was fatally injured. The condition of the top of the cars was good, but it is believed that he forgot for a moment the necessity of carefulness. The train was moving about 6 miles an hour and there was no rough handling.

**Newark Division**—After carelessly piling their tools on a motor car, a track gang boarded the car and when it was moving at about 12 miles an hour, a lining bar fell off, struck the ballast and this caused the other end to puncture the leg of one of the laborers, throwing him from the car. The man suffered a nasty leg wound where the bar punctured it and he also was bruised and scratched from being hurled to the ground. It is always well to see that tools are safely piled on cars and secured before moving.

**Baltimore Division**—Two linemen were riding along leisurely, both facing forward and in earnest conversation. They were more intent upon other things than their own welfare. A light engine came up behind them, struck the motor car and both men were thrown off. One was severely injured, but the other only slightly. It is safe only when you watch in both directions when riding motor cars.



Lets Build—Safety!

By Arthur E. Heinzenberger

NO, it isn't foolish to ask the other fellow to be careful; and for me to be likewise. Can I or the other fellow give any sensible reason for not being careful. Surely not! Just plain negligence and dumbness will oftentimes bring temporary and prolonged sorrows.

Would it be dumbness (to be frank) if I should allow my buddy worker to run into danger. No! It would be downright cowardice and manslaughter. The bitter cup of sorrow is always swallowed with eternal regret. Beware of consequences.

Acquaint your fellow worker with all the dangers that surround him and work with him and it will be needless to sympathize with him over his injuries. Keep him whole and whole-hearted. By all means use your head and do the job clean.

Stop and think occasionally whether you are guilty of letting things slip. If so, put grit and determination on the slipping surface and make way for security.

It is much better to wash a hand of five fingers, than wish you had them. Play safe and make the round trip home each day. It is the minutes of time that bring forth hours of regret. Watch the seconds too and above all things—THINK! The things that look first rate are not all straight—they bear watching.

It takes a many step to make a mile, but only one to cause an accident. Watch your step. You can't keep a good man down, but accidents can and will. Help carry and place the stakes that crowd out dangers. Build a stronghold against minor injuries, then you will see the



No Place to go but... OUT.

light and enjoy the reward. Let's not segregate unsafe methods, but bury them. Let them be dead issues.

A National Trait

OUR country is less than a century and a half old. Implanted on the richest continent of the globe, from the beginning our people have been extravagant in the extreme. We have eaten only the heart of the watermelon and peeled our potatoes with a dull knife. Only the most fertile of lands have been planted which, when exhausted of fertility, have without attempt at reclamation been abandoned for virgin soils of golden promise. Forests have been laid waste to obtain a few sticks of choice timber. Our mines have been gophered to yield only the richest minerals and millions of tons of pay dirt cast over the dump. Only the highest values have been captured, the commonplace allowed to escape with the dross. No deeper than the grass roots have we scratched into the surface of this broad land

and its marvelous resources. So fabulous its wealth and productivity, why worry? This has been our training for generations. Small wonder, therefore, that we scrap rather than mend our shoes, discard rather than patch our clothing. It is as if "Extravagance and Waste" were the Nation's slogan. How prominently and how nearly parallel this indifferent attitude of a rising, rich, and reckless people is reflected in our social life. Of all its striking effects none is so prominent as the unconcern for the daily waste of human life and limb. Long continued extravagance in material things has induced a like indifference to the personal safety of our fellows, ourselves, and our children. Isn't it time to pause in our mad progress—nay, not only call a halt, but rather command a right-about-face?

—The Safety Message

The Loaded Gun

IT is almost, if not quite, always that the unloaded gun does the killing. This is easy to understand, for a loaded gun is handled with due regard for its possible discharge. The "didn't know it was loaded" explanation is the excuse of a plain fool. Moreover, whether loaded or not, the manipulation in any other than a safe manner of so destructive an implement could not possibly serve a useful purpose and should therefore be stamped as the rankest kind of trifling. The answer is plain—every gun is loaded. Similarly, every act, every move, every operation in any way involving even the remotest possible hazard should be performed as though it were dangerous. It is the "didn't know it was loaded" and the "didn't think it unsafe" attitude that causes most of our injuries.



Despite the united efforts of the railroads of the country, in cooperation with many other agencies, to reduce accidents during the Careful Crossing Campaign, the casualties at crossings on most of the railroads were actually higher than ever before. There may be some legitimate reasons to explain this unpleasant fact in part, but the real explanation is that there are many American motor car drivers who are notoriously careless. Don't be one of them yourself! And then you can try to save your automobile driving friends from fatal crossing accidents, also, by giving them constant warning of the danger





## When Winter Comes

*One of a Series by Life Extension Institute Containing the Latest and the Most Scientific Information on Healthful Living and the Prevention of Disease*

**T**HERE is no use in saying, "If winter comes." We all know that winter will come. When it comes, in what condition will it find you? Without coal? That would be very dreadful. Without health? That would be much worse.

The vacation season is over. People are back at work, most of them with a good coat of tan or the lingering remains of it. When this coat of tan disappears, what will it leave behind? The prison pallor of the city dwelling business man and the professional or commercial grind? This is very largely up to you. The days in the open, the swimming, boating, fishing and other sports, have given us a taste of the physical exhilaration of primitive health. Must we settle down to a winter of infection and poison, of physical inactivity, of hugging the fire-side?

Perhaps there will be no fireside to hug. But there will certainly be the invitation to stay indoors, to play cards, to overeat and to accumulate a burden of flesh, or to let our muscles grow soft. There is no reason why we should accept these invitations. We can keep physically active. We can seek the fresh air and, if we are short of coal, keep warmer moving around in the open than sitting still in a chilly house. But whatever may be our program, it is wise to plan it according to our real needs. Exercise, diet and activity cannot do everything in maintaining health. We need to know the kind of exercise and diet appropriate to our individual selves. If we have infection in our bodies, we need to get it out before exercise or diet can do very much for us. If we have some physical defect or disability that requires correction, this should be attended to; and especially as a preparation for the winter campaign.

We use the word "campaign" advisedly. Human life is one great struggle with infection. Hordes of streptococci, pneumococci and staphylococci, and the bacilli of tuberculosis and influenza are always ready to attack, in fact they are always attacking. Recent researches have shown the presence of these organisms in apparently healthy people. When our physical guard is lowered and our physical outposts are asleep, these enemies attack in force. There are no intervals of peace in this warfare. The outposts must be inspected periodically. Our lines must be continually strengthened to resist these active enemy organisms. But in addition we are menaced by poisons formed in our own bodies by physical neglect, faulty diet and faulty functioning of our organs.

Instead of settling down to accept as strokes of fate the winter's ills, why not do the simple and obvious thing; prepare to meet them and conquer them? There is no reason why the winter period should not be one of health and happiness. The cold should stimulate us, we should react vigorously to it. We do not catch cold from cold; the term is a misnomer. By harboring chronic centers of infection in our bodies, by poisoning ourselves, by over clothing and over housing ourselves, by our physical inactivity, we invite the attack of these infectious organisms. These tiny enemies infect our noses, throats and bronchial tubes.

You will agree, therefore, that it is a wise, indeed an indispensable, measure in protecting our health and in building ourselves up for the winter to have a thorough physical overhauling. You may answer, "I do not need it, I know I am in good health." How do you know? Have you had every region of your body

critically examined and tested? Are you sure about eyes, ears, nose, throat and chest, heart and circulation, kidneys, liver and other organs? Are you free from headaches and physical depression, undue fatigue after normal work? Or are you all in after a day that should leave the healthy man or woman with a healthy tired feeling that is really a luxury?

You may still answer, "I feel vigorous and fine, and the winter has no terrors for me." In that case you are the man we wish to talk to. Such a splendid endowment of health is surely worth fighting to maintain. You know you cannot maintain it indefinitely, that age will come. But you can postpone it. Like a man with a big and prosperous business in a business crisis, you have a lot at stake and you cannot afford to neglect these great assets. **You** need a periodic physical overhauling even more than the physical bankrupt. But if you do have an overhauling, see that it is a thorough one, that nothing is taken for granted, that regardless of your external evidences of health every region of the body is probed.

Among the special precautions that can be taken against winter ills is to have the teeth x-rayed and any infected teeth removed or properly treated. Diseased gum conditions should also be corrected. A careful examination of the nasal cavities and the tonsils, and the elimination of any infection in that region, is important. This is the least one can fairly do in the matter of physical examination. The ideal plan is to have the whole body examined.

Such conditions as constipation, underweight and overweight should be corrected. Vaccination against pneumonia has its strong advocates and may be tried; also vaccination against colds. Skin tests to ascertain sensitization to certain types of bacteria may be tried, and vaccine treatment based on such tests. By properly adjusted diet and exercise and adequate rest, and the eradication of any centers of infection in the head such as we have mentioned, the battle line against our winter enemies will be fairly strengthened. Cold bathing of neck and chest, as well as alternate hot and cold showers taken night and morning, will also strengthen resistance.

At the first sign of a cold a piping hot foot bath lasting half an hour, a drink of hot lemonade, a brisk cathartic, and rest in bed with the neck and chest anointed with camphorated oil will do a lot to stem the tide. If there has been a distinct chill, summon a physician at once. In an



event it is well not to temporize with a cold, but to have prompt medical attention. In the case of nose cold, where the local symptoms are distressing, the simplest and safest local application is liquid albolene or white mineral oil which can be dropped into each nostril with a medicine dropper at intervals of several hours during the day. Use no antiseptic nasal douches except on the advice of a doctor. The vestibule of the nose may be sprayed gently with weak warm salt solution and the nose gently blown to remove dust, etc. Hold one nostril while blowing the other gently. Do not seize the nose in a vicious grip and blow it violently or you may force infected material into the ear canals.

These are the best measures we can recommend to escape influenza, pneumonia, bronchitis, and the long train of winter ills which afflict such vast numbers each winter even when there is no positive epidemic.

### October 27—Navy Day

SEVERAL months ago I heard the Assistant Secretary of the Navy, the Honorable Theodore Roosevelt, tell the inside story of the Conference for the Limitation of Armaments, held during the forepart of this year in Washington. It was an interesting situation—a colonel of infantry who had performed brave and useful service during the World War, appearing before a gathering of ex-service men and, in his new capacity as assistant chief of the navy, telling the great part the Navy willingly played in the Limitation of Armaments Conference, even though it meant a sharp reduction in her power and personnel.

Proudly may we sing the praises of John Paul Jones, Perry, Lawrence, Farragut, Dewey and Sims. But when we pause to consider that the naval holiday agreed upon by the leading powers during the conference, was an entirely new and upward step in the progress of civilization, we must feel that it is the greatest naval victory in our own history. It is only a victory, however, because it was reached by agreement and because a proportionate reduction in power and personnel is being worked out by all the leading nations as by the United States. It is not a concession to the pacifists, but merely an intelligent forward movement toward world peace, and with an appreciable decrease in the hazards of war to the signatory powers and to smaller nations.

It is well that we should celebrate Navy Day for the first time this year,

because in peace our Navy has this year won its greatest victory.

### Passenger Department All-Expense Tours

WE are reminded by a clipping from the Pomeroy, Ohio, Tribune, sent us by L. A. Carl, Comptroller's Office, of the fact that "satisfied customers are the best advertisements."

The clipping, about a column and a half in size and written by "The Rambler," evidently one of the regular

contributors to the paper, spoke most appreciatively of the fine personal service afforded by all the representatives of the Baltimore and Ohio, especially by Passenger Agent J. C. M. Martin and Mrs. Martin. The party had a special train of five sleeping cars and a diner and the writer makes it evident that every member of the party felt that this was the ideal way to make such a trip and that the Baltimore and Ohio had indeed done them a good service in arranging the tour.

## Join the Red Cross— November 11 to November 30



The political entanglements which have again made strange bed fellows in Asia Minor and, through the success and cruelty of the Turk, have caused untold suffering, are hard for most of us to understand. Perhaps the only ray of light which quickly appeared through the black shadows caused by the catastrophe was that which came from the immediate appropriation made by the International Red Cross for the succor of the Christian sufferers.

It is not alone in foreign countries but wherever there is suffering throughout the world, that the Red Cross ministers. There have been several notable illustrations of this during the past year in our own country.

The plan of dollar memberships evolved during the war is thoroughly American in plan and scope, permitting so many citizens to share in supporting the work of the Red Cross, at so small a personal sacrifice and with such splendid results.

The opportunity will be offered this year between the significant dates of November 11, Armistice Day, and November 30, Thanksgiving. We can hardly feel the real spirit of either of these notable days unless we are willing to give concrete expression to our own thankfulness by contributing our dollars for memberships to our non-sectarian and non-political Red Cross.





## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*  
 MARGARET TALBOTT STEVENS, *Associate Editor*  
 CHARLES H. DICKSON, *Art Editor*  
 Office, Mt. Royal Station, Baltimore, Md.  
 HERBERT D. STITT, *Staff Artist*  
 GEORGE B. LUCKEY, *Staff Photographer*

### Character in Business

One day recently I happened to meet a representative business man from the Northwest. He is the president of a trust company, was governor of his state for two terms, national chief of a great patriotic organization for one term and is entirely a so-called "self-made" man, his parents having been able to give him but a rudimentary education. He stopped in Baltimore for a day on his way home from a visit at his winter home in Florida.

It was at a business luncheon that I happened to be placed next to him. I wanted to find out what he thought of trade prospects and said,

"How do you feel about business now?"

For answer he pulled a portfolio out of his inside coat pocket, extracted therefrom a well thumbed sheet of paper and handed it to me. On it were listed railroad bonds—over half a million dollars' worth at par. Most of them were considerably below par at the time. Then he leaned over and said:

"This is a part of our company's investment. During the last three months these have appreciated over \$30,000 in value. How can I help but think that business is on the mend?"

Then I noticed to my surprise that more than one-fifth of the bonds, listed together, were issued by one railroad. It seemed disproportionate and I asked: "Why so many of these?"

There was great significance in his answer—

"Oh, you know So and So is the president of that railroad and we have a whole lot of confidence in him out in our country."

The statement could not but be taken at its face value, for the railroad is not the largest, or the richest or the strongest railroad and had no claim upon his confidence except for the reason he gave.

It will be recalled that the late J. Pierpont Morgan, while testifying before the Pujos Committee of the United States Congress, was asked what security he demanded for loans running into the millions and made to individuals. His reply was that if the character of the man getting the loan satisfied him, it was enough.

Very few of us realize what a tremendous asset to any organization it is when the man who leads it, who formulates its policies and who speaks for it to the public, is a man of the character suggested in this incident.

### Courtesy

The Pullman Company has followed the lead of many of the railroads and started a publication for its employes. It is called the "Pullman News" and is cleverly edited, well printed and interesting. The leading article in the fourth number published, the August issue, gives prize winning definitions on Courtesy as submitted by Pullman employes, as follows:

**FIRST PRIZE \$50.** Won by Porter Thomas J. Pickett, St. Louis

*COURTESY* consists of giving those we meet such considerate attention that their every want will be satisfied, and they will realize the attention is due to real interest in their comfort.

**SECOND PRIZE \$35.** Won by Conductor W. F. Lawler, Denver

*COURTESY* is the spirit and essence of service, kindness and good will. The cheery word, the friendly smile, the helping hand—these are its handmaidens. It is born of a gentle mind and fostered by tact.

**THIRD PRIZE \$15.** Won by Porter W. A. Hill, Cincinnati

*DO ALL* the good you can, to all the people you can, whenever you can and as promptly and politely as you can.

These are splendid definitions, the last one appealing to us particularly. We would like to see it inscribed over the portals of every public service building, and emblazoned where it could be a constant reminder to every public service employe in the United States.

The Philosopher of the Hudson, who writes on the opposite page, tells us that Americans are notably deficient in politeness. As a race, we may be, but personal experience proves that the consideration and courtesy given the public by railroad employes of the United States are much greater now than ever before.

This is particularly true on the Baltimore and Ohio and it is one of our greatest selling points. Other railroads can have good trains, on time service and everything that money can buy, but courtesy is unpurchaseable. It is a growth, an evidence of good will between employer and employe, and the result of long training and effort. The years to come will show that it is one of the priceless qualities which the name "Baltimore and Ohio" stands for, a part of our reputation that no circumstance can shatter and that no money can buy.

**A One-Hundred Percent. Baltimore and Ohio—When**

The people who own it,  
 The people who manage it,  
 The people who work for it and  
 The people who use it—

like it so well that they want to continue their relationship with it indefinitely!

*We used to qualify the word "careless" with the word "Notoriously." Since we have been studying railroad crossing accidents we are convinced that it ought to be spelled "Motoriously."*



# Homilies of the Hudson

## Politeness

"Bruno Lessing says: "If 'courtesy is the virtue of kings,' ours is the most democratic country in the world." That is sad but sounds true. It is not necessary to recount instances or draw pictures to prove it; it is so common that we don't pay any attention to discourtesy—unless it hits us, personally. It is a national characteristic of which, as a people we are unconscious and only become aware of after having travelled and visited other peoples. Here we are taught to ridicule politeness as something nonsensical and out of place among busy people.

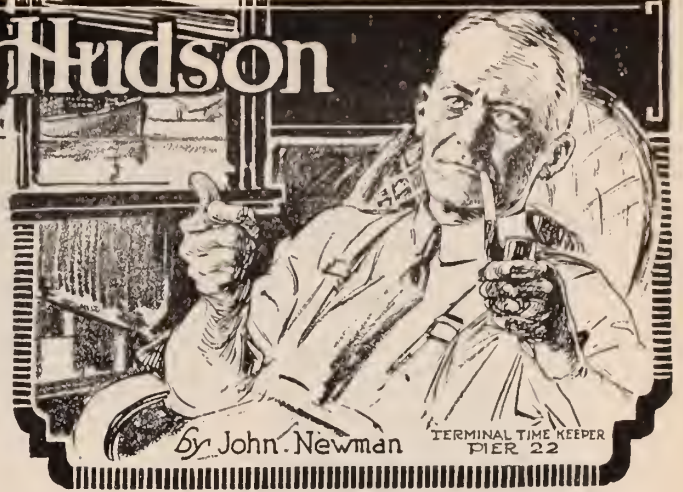
In a friendly argument upon this subject one of the principals advanced the opinion that the lack of courtesy was due to a sense of honesty, that politeness was a sort of hypocrisy, if not artifice and cunning. "To call a man a liar when he lies," he said, "is honest, but to call him that in your mind while you bow and say 'my dear sir, I have no desire to dispute your statement, however I beg to differ,' is dishonest and unmanly." There you have it.

But there is something wrong with an education that teaches a man to think so. It is the desire to appear "independent" and tough that the uneducated and the wrongly educated hold up as a mark of manliness, and which accounts for much of the crude and unmannerly deportment of the rising generation.

The worst part of bad manners is that due to some confounded perversity of human nature they are viciously contagious. A boy will learn to smoke, swear and shoot craps much more easily and quickly than he will learn to say a prayer or even a "good morning." Then why should it not be as rigid and conscientious a duty of the public schools as it is to debar sectarian teachings, to make the teachings of deportment and ethics (or call it civility, which means an obliging behaviour towards others) a part of the curriculum, to go hand in hand with the three R's, or even precede them, beginning in the kindergarten.

## A Fine Time

We are interested in psychology to a certain extent; not enough to disturb us, but enough to cause us to pro-pose the "Why?" on occasions. The thing that is in our mind just now is: Why do all the people who go on vacations, to spend a week or two on some ill-smelling farm without even the most ordinary sanitary provisions, to sleep in stuffy rooms with beds not above suspicion, to return sunbaked and mosquito-bitten—invariably report having a "fine time," while having put up with discomforts that they would call outrageous and unbearable in home or office? Why? And those who go "to see the falls" (from the Canadian side) or to Atlantic City, or to Palm Beach, and on their return talk mostly in reference to the charges, prices and costs, with a note of sadness running through the motif, still maintain that they "had a fine time?" Now psychology explains that it does not matter under what circumstances or conditions one spends the vacation period if only it is a *diversion*, a turning out of the rut, any kind of change from the bondage of routine; it means having a fine time, and benefits the—sufferer.



## Signs and Sichlike

Do you believe in signs—not meaning any supernatural manifestations—but such signs as the Profit Prospectors and the Painless Dentists hang up to delude the innocent, escaping being hung up themselves by the grace of God and oblique interpretations of the law? Reading signs as one goes along is both a pastime and an education. One learns, for instance, how the Queen's English and the President's American are mutilated and murdered. Within a few blocks from where we live there is a sign on a barbershop window reading: "Sam, the Physiognomical Tosorialist—Cupping a Specialty;" and another on the window of an empty store in Bath Ave., Bath Beach, informing one that "This place will be open as a shoemaker and first class shoe shine about as soon as possible." What have you to offer?

"Some have eyes but do not see;" others can see but do not take notice. The person who *observes* gets the most of what there is of comedy and tragedy in life. Momus grinning, on one hand, Melpomene tearing her hair on the other. It is all interesting, and being observant and receptive, we are ever ready to grin with the one and—turn our back on the other. The "movies" is the only place where a "sad story" appeals to us—some of us; do we not all have a wife, sister or sweetheart who, after seeing Othello push the pillow down Desdemona's windpipe, or some other horror, and after stowing the tear-stained cambric into the reticule (ditty-bag), ejaculates: "Wasn't it just lovely? Let's have some chop suey."

## Kitty, Kitty!

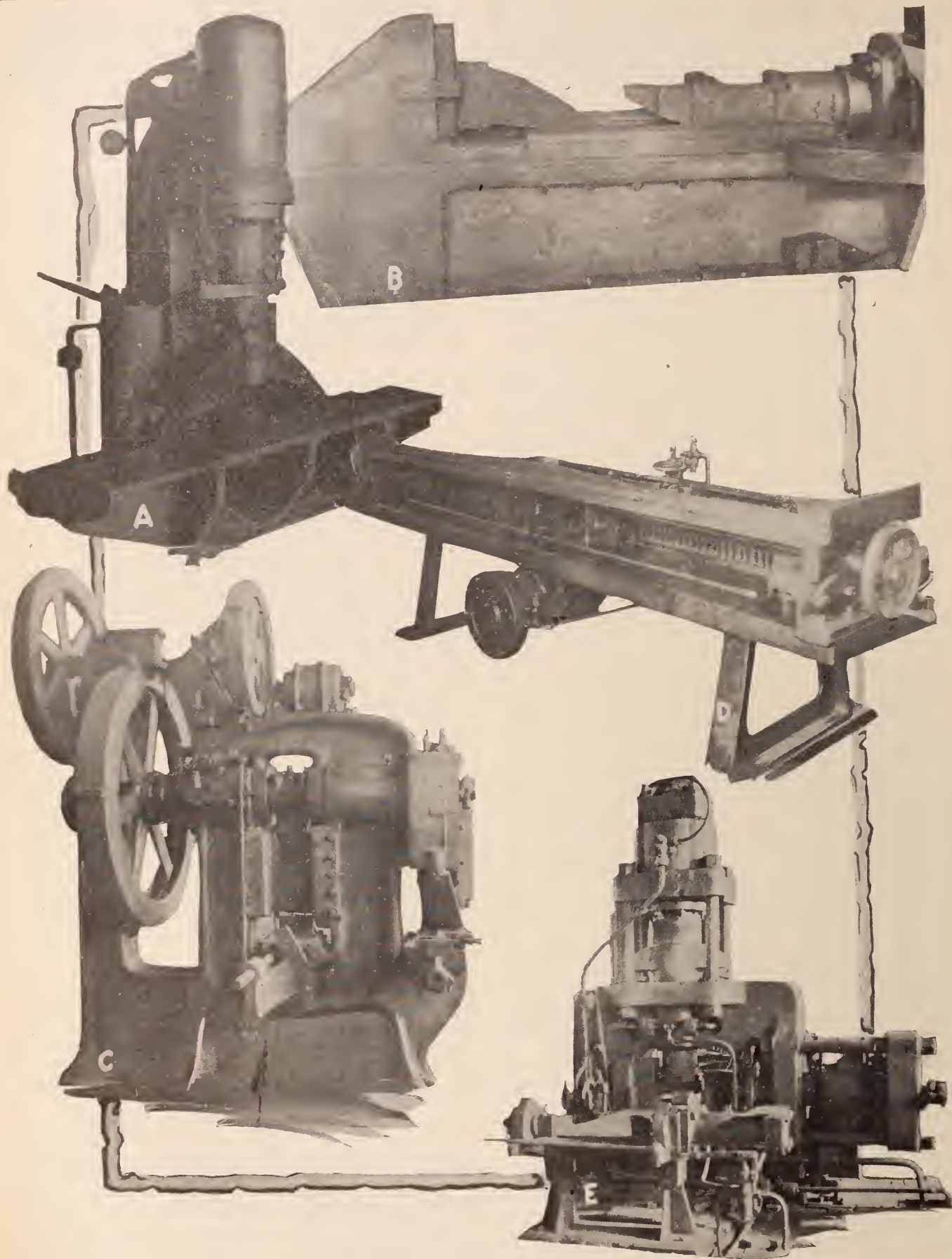
In one of our dailies our eye caught, under the heading, "The great buddha" the following stanza:

"Tsuki-yo yoshi  
Tachitsu, itsu etsu  
Mitsu-no-hama."

The translation given shows it to be poetry of some order, depicting the glories of a moonlight night. To try its euphonistic qualities we read the lines aloud, to ourself, and re-read them. The missus, who was in the adjoining room, called out: "I just put him out." She thought we were calling the house-cat.

Why do some people get excited over the theory of evolution from monkey to man? Pride of ancestry? Blaah! The man that boasts of his "family" is a monkey still. "My mother was a mare!" boasts the mule," says a Hindoo proverb. "My father was a lord," proclaims the ass.





THE SPRING SHOP AT GLENWOOD IS SAVING MONEY FOR THE RAILROAD

A—The Hydraulic Testing Machine. B—The Stripping Machine, whose huge jaws strip the bands from around the leaves like an alligator's jaw barking a tree limb. C—Combination Cold Shear and Hot Punch. D—The Forming Machine. E—The Banding Machine



## The Glenwood Spring Plant

By Harry Liehr

Shop Schedule Supervisor

*Where Great Savings Are Effected through Reclamation*

**I**N a secluded corner of the Glenwood Back Shop, practically hidden from the view of the casual observer, is a small self contained plant which repairs, rebuilds and manufactures springs for the Pennsylvania District and the Western Lines of the Baltimore and Ohio. It is neatly kept and, with its half dozen machines and four furnances, is capable of producing 500 springs a month. Here will be found types and sizes of springs used for various purposes, such as engines, tenders, cabooses and passenger cars.

Springs are so commonly used and are such an essential part of all carriers, that they are usually given little thought by the layman. However, the treatment through which the springs pass in the process of manufacture and repair in order to give them the proper qualities to produce both comfort and safety in riding, is seldom thought of and little known by most of us. One can obtain a little interesting information regarding this subject, by following a group of springs through the process.

### Thorough Inspection

On arriving at the plant all springs are given a thorough surface inspection to determine any noticeable defects, especially as

to the proper height and broken leaves. On passing this inspection the springs are hammer-tested to determine broken leaves and loose bands. Should the springs successfully pass this, they are placed in the hydraulic testing machine, (Exhibit "A"), where the free height is taken and a load and loaded height test is given.

During this operation they are subjected to a maximum load, determined by the service which they are to render, and the height is taken at the specified working load. Should the springs meet the blue print requirements, they are considered safe for service, are painted by being dipped into a vat and placed on racks where the excess paint drains back into the vat and is sent to the storekeeper to be later sent out for use. In the event that they fail to meet the blue print requirements, they go the way of those which failed to pass the surface inspection and the hammer test.

### The Stripping Process

Those which failed to meet the specified requirements are stripped for repairs, the bands being removed by placing the springs in the stripping machine (Exhibit "B"). The machine as shown consists of a large base

or table, on one end of which is an hydraulic cylinder with a piston and rod. At the end of the piston rod is a head which terminates in jaws similar to those of an alligator. The upper jaw contains a hinge joint and raises and lowers in a fashion after the manner of an alligator's mouth. At the other end of the table is a heavy tail stop or slotted block. The spring is placed as shown in Exhibit "B" with one end in the slot of the tail stop, and the other facing the alligator jaws. A yoke of heavy metal is placed between the band and the tail stop in such a manner that when the pressure is applied the band rests against the side of the yoke which in turn, is forced back against the tail stop. This yoke serves to keep the entire spring from being pushed through the slot in the tail stop which is of sufficient width to permit such occurrence. The pressure is then applied to the piston by opening the valve and permitting high pressure water to enter the cylinder behind the piston. The piston moves forward as does the alligator jaw, which is opened or raised as it comes in contact with the lower leaves of the spring. When it has obtained its full opening, the jaw grips tightly behind the leaves and pushes them through the band which is held fast by the yoke, which in turn, rests against the tail stop. The pressure continues to be applied until all of the leaves are forced completely out of the band, when the operation is complete.



The orderly little Spring Plant at Glenwood



When cutting and punching are completed, the leaves are placed in the nibbing machine, where a round punch-like tool puts a nib on each plate. The nibber makes a depression in one side and a raised place on the other side of the leaf. These are so made that when the leaves are assembled the raised place on each registers with the depression on the leaf next to it and thus forms a joint which holds the leaves in place.

The leaves are then heated and placed in the forming machine (Exhibit "D") where they are made to conform to a master leaf against which they are pressed. This machine consists of table with a link belt running its full length; behind this belt are two stops capable of being moved from the center outward toward each end of the table, respectively, by means of a screw feed, with right and left threads. Facing this belt in the center of the table is a movable head which is pneumatically operated and acts as a horizontal press in forcing the leaf to be formed against the master leaf with the chain belt re-acting against the back of the leaf. The belt takes the form of a master leaf; thus the new one is formed.

#### Hardening and Tempering

The leaves are then hardened and tempered. During this process they are heated to 1600 degrees Fahrenheit and dipped in oil, thus giving them hardness. Then they are heated to 800 degrees Fahrenheit and permitted to cool slowly in the open atmosphere, or at room temperature. This tempers them and gives them proper qualities for working conditions.

#### Clamping under 100 Ton Pressure

The leaves are then assembled in the clamp on the assembling table at the end of the banding machine (Exhibit "E"). The clamp holding the leaves in place is rotated through an angle of 90 degrees and a hot band is applied. They are then in spring form and placed on the table of the banding machine where a vertical and horizontal hydraulic press acts simultaneously at 100 ton pressure on the band, pressing it tightly around the leaves, thus completing the process.

The springs, now complete, are placed in the testing machine and tested for load, loaded height and free height. After successfully passing these tests, they are painted and ready for service.

Defective or broken are discarded, to be replaced by new ones made for the purpose, or by old ones from other springs altered to suit the condition. New leaves on used springs are avoided in so far as possible by using old ones cut and fit to suit. When the selection has been made, the building up process of cutting, punching, nibbing and forming takes place. The leaves are cut to length and punched in the combination cold shear and hot punch, (Exhibit "C"). The shear is not essentially different from any commonly used in the Boiler Shop. The punch used cuts an oval hole about

4½" long, just inside the ends of the longer leaves along the central axis in engine springs. The position of this hole is assured by using a jig which holds the leaf in the proper position while punching. The hole

in the shorter leaves is not so long as that in the longer ones and is cut through the end of the leaves. The shortest leaves are void of punch holes. The holes serve as fastenings for spring hangers.

## Wot is Government Onership? Another Letter to His Brother Bill

By Harry Franks, Engineer, Dayton, Ohio

Dayton, O., Aug., 15, 1922

Deer Bill

Yaur leter receaved and I notise with plesure the improvement specialy yaur ritin and spellin and with the unushul intreast manifessted is a sure sine yau are on yaur way 2 get somwher regardles.

Your questshun wot is government onership? finds me prepared fer I hev ben lookin it up and will give yau the facks as I find them, wich of koarse wuz sum job, huntin up datta here and there.

Yau kno Bill this onership idea wuz mported frum Russhia, and havin quit wurk all 2 geather they put in there time thinkin, planin and huntin fer somthin 2 eat.

Havin no edukation 2 speke of is thire any wunder at them havin a surpluss of ideas and plans wich they kant figer out theselves, so they send them 2 us 2 solve.

I hev found there skeams dont take very wel over here fer the simpel reason we are 2 bize 2 be pesterd with foren mportashuns of that sort.

The Russhia peepel hev so reverst things that nite is supierur 2 rite, and frum all reports they wurk it fer the salvashun of there kintry, sounds funy dont it, but the xplanashun is they hev brout the rich down 2 the level with the poor, and as I sea it with figers Aut frum Aut leaves Aut so it in other wurdz dont mean anything.

Now Bill I dont want yau 2 think I am given you a lot puzels 2 solve, my intenshuns realy are 2 make this subject so plane it wont be nesasary fer you 2 be ritin askin me 2 be more xplissit.

1 of the little inosent oferings sent over wuz labeld Power Plan, with direckshuns, is still bein discust here more or less.

If I member rite the plan provides a way fer the gouvment 2 konfisskate the ralerods and later if it feals justifide the koal mines and auto faktorys, refuesin at the same time 2 xcept any of the watterd stock klaimin it is 2 wet and disagreebel 2 handel.

Konseadin no possibel chance fer the Power Plan, Ill pickture the operashun if it wuz in efect. The peepel wud expect 2 kome in fer wot is ritefully thers, fer instance you kno all the high salried officers of the konfissikated konserns wud get fired, and there places wud be filled by men who neded the money and new how 2 do a days wurk with a shovel.

So we will hev 2 admitt that among the wurkers many brilliyunt ideas specialy how 2 operate a ralerode wud be put in 2 efect,

just 2 make it plane wot I mean instead of runnin dubbel hedders, that is 2 engins kupeld on the front end uf a trane, my idea is 2 put 1 on the frunt and 1 on the back end, doin away with the kaboose wich I figer is a newsence kause it is always bein nocked off its center, the konduktor and frunt brakie 2 ride on the gide or lead engin, and the flagger on the rear engin, ware besides bein in a nice prepared warm place on the firemans seat and tween naps he wud be xpected 2 proteck the trane, klose the gates and give the nesasary high balls.

Another feature wud be the eliminashun of the danger runnin by a red block, fer if the furst man faled 2 sea it the sekond engineer wud.

Now Bill 2 make it plane how a savin of money and time akomplished by this supierur arrangement yau understand that wen wurk is 2 be done at a stashun on 1 or more tracks, the engins kuld do it in very short time wurkin frum both ends at wunce.

Naw gittin back 2 the onership plan we will xpect the gouvment 2 operate the pasinger and frate tranes fer the xpress perpuss of konvayin the peepel and frate shipments 2 any point in the U. S. and return free of charge.

Oning the koal mines I preasume we kud xpect free koal wich probly wud be in charge of the Post Office and yaur winters order of say 8 tuns wud hev 2 be filled aut an a prescribed form and persented 2 the post master fer his O. K., who then wud order the deliverie maid.

Bill the krownin event wud be the establishing of distribiting agencies, in all the cities large or small fer the purpus of providing any favord make of Auto free of charge 2 all applikants who didnt hev any, and riplaying masheens worn out or recked by ralerode tranes thru karelessness.

I kan sea myself makin applikation fer a Supertendants position, I kno the gouvment wud be pleased 2 hev a man of my ralerode xperience and natural aptness.

I wudnt forget yau Bill, fer I wud kreate a good job with good pay with little 2 do and a high soundin title.

Yaur dutys wud be 2 open the male, sea that the ofice is klean and tidy, that the diferent klerks arive-on time 2 start wurk, and last but not least 2 keep the diferent grevius komities frum takin up my time wen I hev an auto trip planned, or an envite 2 a chamber of Komerce speakin or Chikin dinner.



Of koarse Bill in dealing with these greivous Komities a grate amount of diploamacy is requird specially wen meatin the powerful nut grinders union of ishals.

But frum past xperience with yau at home I am sure yau kuld handel the situ-wayshun admireably bckause yau always had a redy xeuse wen the okasion demanded.

As it is gettin late Bill I will klose hoping I maid plane 2 yau the reason fer the Power Plan. So good by and in reasonabel time will expect a long letter.

Again good by with love 2 the folks an yaurself.

Yaur Bro.

John.

PS Kum & see us sune.

### Cleveland, O., Traffic Department Has Its Annual Beach Party

By A. G. Strome, Assistant Chief Clerk

**T**RAFFIC forces, including the Assistant General Freight, Coal Freight and District Passenger Offices, and that of Terminal Agent G. R. Littell, held their annual beach party at Mentor Beach, 35 miles East of Cleveland, on Saturday afternoon and evening, September 9.

The members of the party enjoyed the automobile trip along Lake Shore Drive and the boating and bathing at Mentor Beach. Ball game and other sports were staged on the Beach. A big feature of the

affair was the picnic dinner under the trees in the grove, which was followed by dancing.

### The Vagrant

By OSCAR H. ADKINSON

I am a vagrant shipment,  
About the world I roam,  
Some careless clerk neglected me,  
And no one knows my home.

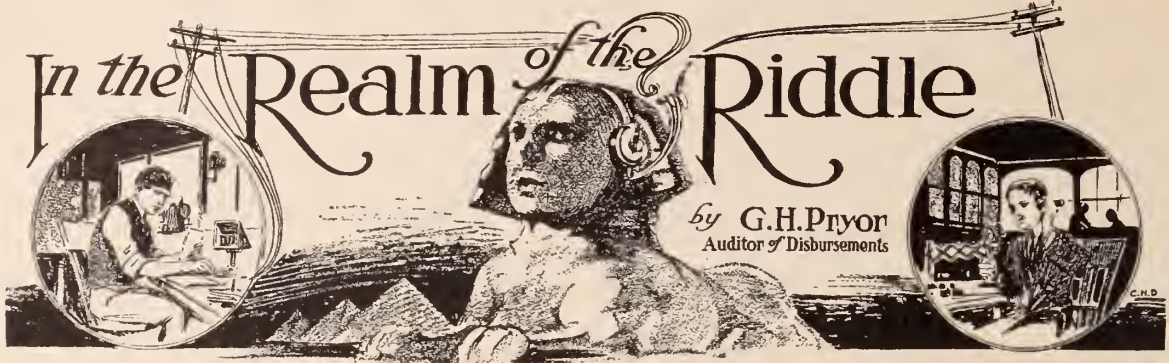
My address is but dimly shown,  
I've no waybill, you see,  
So those who seek me as their own  
Must wait in vain for me.



AND THEY ALL GOT INTO THE SWIM NEAR CLEVELAND

Upper left, under the "umbrell," sit Mr. and Mrs. A. G. F. A. Upper right shows some of those who were there. Might the picture in the center be a centipede? At least, it shows how some folks sit on others. Lower left, Assistant Chief Clerk Strome "Wheeling" Tessie across the hot sands. Lower center, our Mack Sennett bathing beauties. Right, Senior Freight Representative J. W. Freeland and Earl and "Bill," Sons of the terminal agent and chief clerk to coal freight agent, respectively





**Note:**

All puzzles published in this department will be defined, as far as possible, from the New Standard Dictionary, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the New Standard Dictionary, the name of such authority must be stated at the end of the definition, in parentheses. Obsolete words will be marked at the end of the definition thus—"obs.". Variant spellings of a word must be marked at the end of the definition thus—"var". Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

Correct solutions were received from the following: S. T. Udent, C. Lion, W. G. Carl, W. T. Ahrens, W. E. Madden, Grace M. Manning, Comrade, Primrose, Pearlle Glenn, L. M. N. Terry, The Major, Martelia Atlas, L. E. Phant, Baltimore, Md., Spica, Whitney's Crossing, N. Y.; C. Saw, Tunste, Joaquin, New York, N. Y.; Jack O' Lantern, T. Hinker, Bangor, Pa.; Towhead, Lafayette, Ind.; Gi Gantic, Molemi, St. Louis, Mo.; Wick-o-cincy, Cincinnati, Ohio.; Kappa Kappa, Fargo, N. Dak.; Poly, Gimini, Brooklyn, N. Y.; P. M. Pennington, Cumberland, Md.; Nanki Poo, Holyoke, Mass.; K. T. Did, E. R. Woodson, Nypho, Washington, D. C.; Arty Ess, Scranton, Pa.; Alec Sander, Philadelphia, Pa.; Dan D. Lyon, New Florence, Pa.; Mentor, Chicago, Ill.

**H**ERE are the answers to the puzzles published in the July issue:

1. Hear-t

2. P O T T E R  
O L E A T E  
T E A P O T  
T A P P I T  
E T O I L E  
R E T T E E

3. Sun-shine

4. M  
C O S  
S O R T S  
C O M P E E R  
M O R P U N K E E  
S T E N I O N  
S E K O S  
R E N  
E

5. The New Irish Free State

6. M A N U K A  
I E R O E S  
F E R O U S  
S I L L O N  
S I E G E S  
C A S H O O

**July Issue Prize Winners**

C. Lion, (J. A. Remington),  
Auditor Disbursement's Office,  
Baltimore, Md.

John Newman, Terminal Timekeeper,  
Pier 22, North River  
New York, N. Y.

Grace M. Manning  
Auditor Disbursement's Office  
Baltimore, Md.

The remaining three prizes will be awarded for answers to puzzles published in the August issue.

7. C-arc

8. Z  
C A D  
P A N E L  
C A N T E E N  
M A S T E R D O M

9.

L A S S  
A S T E R  
S T A N U M  
S E N A T O R  
R U T A T E  
M O T E T  
R E T E

10.

D O D G E S  
O R I E N T  
D I N N E R  
G E N E R A  
E N E R G Y  
S T R A Y S

11. Through-out

12. C  
H O P  
M A N O R  
H A N D I E R  
C O N D E N S E S  
P O I N T E D  
R E S E T  
R E D  
S

13.

R O A S T  
N I C H E  
R O I L Y  
W E S E R  
F E T I D

14. End-less

15. C I C E R O  
I M A G E D  
C A R R I E  
E G R E S S  
R E I S T S  
O D E S S A

**Just between You and Me**

Geo. D. Chisholm, known to all puzzlerdom for many years as W. E. Stern, died at Pittsburgh, Pa., August 17, 1922. Mr. Chisholm, at the time of his death, occupied the position of chief operator for the Western Union Telegraph Company at Pittsburgh, but during his long career had seen railroad service. He was of a congenial, kindly disposition and was dearly beloved by his thousands of friends in and out of puzzlerdom. He ranked high as a puzzler, being particularly noted for his fine anagrams. We extend our sincere condolence to the members of his bereaved family.

With the advent of cooler weather we hope for a largely increased solvers' list. A few hours spent now and then in building and solving puzzles will accomplish wonders in developing your mind and improving your vocabulary. Just give it a trial and I am sure you will be convinced of this statement.

**NEW PUZZLES**

No. 1 TRANSPOSITION (4)  
When Bobby sings, the welkin rings  
With all the mirth that boyhood brings.  
His fancies soar  
Into a roar  
Of ONE-less, vague imaginings.  
  
The neighbors mutter direful things,  
And Uncle Job his bootjack slings:  
Old Fido sneaks behind the dcer  
When Bobby sings.



**New Prize Offer**

As a prize for the best list of solutions to these puzzles, a year's subscription to the Enigma, the official organ of the National Puzzler's League, which carries with it a year's membership in the League, will be awarded by Mr. Pryor. The Enigma publishes the highest grade of word puzzles and numbers among its contributors the brightest lights in puzzledom. To receive proper credit all lists of solutions must be in Mr. Pryor's hands by December 5. The answers and solvers' list will be published in the January issue. *Ed.*

To open and disclose the WHOLE, a well-known riddlesmith.  
New York, N. Y. John Newman

**No. 4. SQUARE**

- 1—Consisting mainly of froth or foam.
  - 2—Any powerful nation.
  - 3—A former department of Italy, now divided into three provinces.
  - 4—Extensive woodland plains in South America.
  - 5—A triact spicule.
  - 6—Causing fermentation.
- St. Louis, Mo. Gi Gantic

**No. 5. BEHEADMENT (5)**

In the bright sunny South,  
A luscious fruit grows  
In long blossomed lines,  
Rows after rows.  
They're picked and brushed,  
Then packed in a ALL;  
Shipped to the North,  
At a forty-mile LAST.  
Wholesaled to a foreigner,  
Usually from Greece,  
And sold to the public—  
Five cents apiece.

Baltimore, Md. W. E. Madden

**No. 6. REVERSED RHOMBOLD**

Across:  
1—The abode and burial place of King Arthur.  
2—Purloined.  
3—A Latin word meaning "to the best."

- 4—Ruins.
- 5—A cask for packing salt provisions.
- 6—An anterior transparent part of the eye.

Down:

- 1—A letter.
  - 2—As far as.
  - 3—The title of a knight.
  - 4—To make free of access.
  - 5—A germ.
  - 6—A famous city of ancient Greece.
  - 7—A thin dress fabric of cotton, wool or silk.
  - 8—Offerings collected during divine service.
  - 9—A constellation of 84 stars; on the meridian in April.
  - 10—About.
  - 11—A letter.
- Cincinnati, Ohio. Wick-o-cincy

**No. 7. DELETION (6)**

At the picnic we were ONE,  
Mary dear and I,  
Ate our dinner with the rest,  
Made the moments fly.

As I TWO a peach for her,  
Said, "You are my THREE"  
Laughingly she shyly answered,  
"More than FOUR I see."

Quickly then I asked the question,  
"Will you marry me?"  
"Gladly if FIVE gives consent,  
I, your wife will be."

But Mother—bless her angel wings!—  
Quite comprehends these boyish flings.  
She passes o'er  
The mangled score;  
Her soul quaffs deep TWO Heaven's  
springs  
When Bobby sings.

St. Louis, Mo. Molemi

**No. 2. DIAMOND**

- 1—A letter.
  - 2—The covered part of a locomotive.
  - 3—A dewlap.
  - 4—The 98th Psalm.
  - 5—The metropolis of Maryland.
  - 6—Radiant.
  - 7—To make amends for.
  - 8—In the C. G. S. system, the unit of work and of energy.
  - 9—A letter.
- Baltimore, Md. Red Crow

**No. 3. CHARADE (5)**

Pandora was a flapper and she had a ditty-box,  
A double-locked, mysterious and magic box of tricks;  
Her old man, Vulcan, mastersmith, himself had wrought the locks  
And Captain Charon got the keys to throw them in the Styx.

Pandora was a nosey kid, and was not satisfied—  
She could not rest until she knew just what there was inside,  
So with a crooked hairpin, and some other tools, she tried  
To pick the locks and when she failed to do the stunt she eried.

She then got mad and brought her file and seissors to the fray  
To ONE the lid or hinges off,—to do it TWO to die—,  
We know that she succeeded, that at last she won her way,  
The moral is: to persevere. So now for you to try  
This double padlock:ed riddle I am giving you herewith

**In Memoriam**

*By Dan D. Lyon*

Geo. D. Chisholm (W. E. Stern) died at Pittsburgh, Pa., August 17, 1922

Fair is the day, bright the sun shining;  
Gently the vine leaves the South wind is twining.  
Peacefully resting, quiet enjoying,  
Free from all care and troubles annoying;  
Harking to coo of pigeon and wild dove  
Filling the heart of all nature with kind love.  
Sudden, as shot of deep thunder o'er head—  
W. E. Stern, Prince of Thedom, is dead!

A vision of happiness, sweetest content,  
Changes to sorrow and bitter lament.  
Dark grows all nature, the wild dove is crying,  
Still are the vine leaves, the South wind is sighing.  
Trouble and sorrow dispel my repose;  
Vainly my senses I try to compose,  
Roused by the shock like deep thunder o'er head  
W. E. Stern, Prince of Thedom is dead!

Dearest of brothers to each one who knew him,  
Death, thou hard master, Oh, why did'st thou slay him?  
Cans't thou not change from choosing the rarest,  
Calling the finest, the brightest and fairest;  
Stilling the hand that is guiding the helm,  
Breaking the heart of each of our realm?  
Causing a shock like deep thunder o'er head,  
W. E. Stern, Prince of Thedom, is dead!





Standard Track, Baltimore and Ohio Railroad, Newburg Grade, Cumberland Division

FIVE said "Yes! God bless you boy,  
Tell Mary I've consented."  
She named SIX day which suited me,  
And soon we were cemented.

Baltimore, Md.

The Major

When daylight comes and the FIRST has  
gone.

Bangor, Pa.

Jack O'Lantern

No. 8. HEXAGON

- 1—An incrustation over a sore.
- 2—A heavenly body generally irregular in form, often with a long nebulous train, or tail.
- 3—The practical unit of electrical current.
- 4—A hive for bees.
- 5—Any utensil or vessel on three feet or legs.
- 6—To call out.
- 7—A paradise.

Chicago, Ill.

Mentor

No. 9. CURTAILMENT (5)

Little pickaninny 'fraid of the dark  
Keeps LAST to mamma when the FIRST  
comes on.  
Little pickaninny is very much pleased

No. 10. ANAGRAM

Of mine, fine to wear  
Fairbury, Neb.

Emeline

No. 11. RHOMBOID

Across:

- 1—Quick in thought or action, clever.
- 2—Toward an object or place in front.
- 3—The nest of any predatory bird, especially of the eagle, perched upon a crag.
- 4—Dints.
- 5—To color by use of dyes.

Down:

- 1—A letter.
- 2—Mother.
- 3—An exclamation expressing elation.
- 4—The culm or stem of certain tall grasses growing in wet places.
- 5—An unidentified weed that grows among wheat.

- 6—Dent.
  - 7—The seventh letter and third vowel of the Greek Alphabet.
  - 8—The seventh note in the diatonic scale.
  - 9—A letter.
- Baltimore, Md. L. E. Phant

No. 12. INVERTED PYRAMID

Across:

- 1—(Norse Myth.) The world tree whose roots and branches bind together heaven, the earth and hell.
- 2—Changes the circulating fluids of animals by means of air.
- 3—(Australia) A Kangaroo, the pade melon.
- 4—A well known forest tree.
- 5—A letter.

Down:

- 1—A letter.
  - 2—(Dial. and obs.) to go.
  - 3—A precious stone.
  - 4—To suffer (Scotch).
  - 5—To call together.
  - 6—One of the indivisible parts of which all matter is supposed to be formed.
  - 7—A Japanese coin.
  - 8—Exists.
  - 9—A letter.
- Baltimore, Md. S. T. Udent

No. 13. BEHEADMENT (7)

Jack and Jim were naughty boys,  
Especially the SECOND,  
And when it came to making noise  
They both as imps were reckoned.  
The racket, din and FIRST they bred  
Were loud enough to wake the dead.  
Philadelphia, Pa. Alec Sander

No. 14. SQUARE

- 1—Kind of cask used by Dutch whalers.
- 2—Disinclined; reluctant.



TEAM OF AUDITOR FREIGHT CLAIMS OFFICE—CHAMPIONS OF THE BALTIMORE AND OHIO GENERAL OFFICE  
BASEBALL LEAGUE—1922

Left to right; Sitting—Kress, p.; Huffington, 3b; Finn, c.; Scharf, l. f.; Dougherty, p.; Nickels, c.; Brown, r. f.; Vinci, s. s. (Captain); Doxen, Manager.  
Back row—Beck, 1b.; Steinacker, p.; Hearne, 2b.; Spurrier, Utility; Ford, Utility; Brubaker, Utility; Walters, c. f.; MacMillen, Scorer



- 3—Sends money in payment.
  - 4—Keeps in motion, as machinery by steam power.
  - 5—Douay Bible name.
  - 6—A reading assigned to a pupil to be studied.
- Baltimore, Md. Atlas

No. 15. CHARADE (8)  
 My FIRST is of wood and also of steel  
 While iron it surely could be;  
 ('Tis of greatest use, I certainly feel,  
 For it reaches from sea to sea.)

My SECOND'S of stone or maybe of earth,  
 Or mixtures of numerous make;  
 In country and town we know of its worth,  
 For it stretches from gulf to lake.

My TOTAL'S for man and likewise for beast,  
 Or anything else on the go;  
 There are various kinds from best to least,  
 But there's none like the B. & O.  
 Baltimore, Md. Primrose

### Auditor Freight Claims Office Baseball Team Wins General Office Championship—1922

THE Baltimore and Ohio General Office Baseball League closed its season on Saturday, September 30, with the playing of the championship game between the teams of the offices of Auditor of Freight Claims and the Auditor of Disbursements, as each of these teams had won 17 and lost 4 games. The game was won by the boys from the office of the Auditor of Freight Claims with a score of 6 to 4. The stand-



THE ORIGINAL "OLD OAKEN BUCKET," MARSHFIELD, MASSACHUSETTS

Photo by courtesy of D. A. Williams, Assistant to Purchasing Agent

ing of the various teams of the League follows:—

Teams	Games played	Won	Lost	Pct.
Auditor of Freight Claims	22	18	4	.846
Auditor of Disbursements	22	17	5	.773
Treasury Department	20	12	8	.600
Car Service Department	20	11	9	.550
Transportation Department	21	10	11	.476
Royal Blues	20	9	11	.450
Relief Department	20	3	17	.150
Camden Station	21	3	18	.143

—Welfare Department

### Simple Caution Thoughts

By Harry Franks

Locomotive Engineer, Dayton, Ohio

Look to left and then to right,  
 Also to the front and back,

Danger's there within your sight,  
 On or near the railroad track.

Many steps we make too far,  
 Many steps we take too near,  
 But one will save a jar or scar—  
 The step that keeps us clear.

If all the little safety thoughts,  
 Were carried through for fair,  
 The Railroad's books instead of noughts,  
 Would show a balance there.

So let us try to do our best,  
 To keep the record straight and clear  
 Of accidents, that we may rest  
 Not in sorrow but in cheer.



THE RUNNERS—UP, AUDITOR DISBURSEMENTS OFFICE BASEBALL TEAM, 1922

Left to right, sitting: Robert H. Fisher, outfielder; C. E. McManus, shortstop; Wm. McLean, 3rd base; R. M. Huffington, 2nd base; H. C. Shipley, outfielder and captain; Wm. Glaser, catcher. Standing, J. E. Scheuerman, 1st base; Wm. Behnkans, catcher; U. R. Truitt, pitcher; Edw. Deal, utility; Geo. Lewis, outfielder and pitcher; John O'Keefe, catcher; Walter Brandau, pitcher. Other members of the team who do not appear in the picture, but who rendered valuable service, are Carl Faith, pitcher; Jos. Bowden, outfielder; and M. A. Jenkins, infielder



## THE BALTIMORE AND OHIO RAILROAD COMPANY

### Relief Department—Advisory Committee

#### Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
C. H. CRAWFORD.....	Yard Brakeman.....	Glenwood, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

#### Motive Power Department

J. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

#### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Assistant Engineer.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

#### Statement of Pension Feature

Employees who were honorably retired during August, 1922, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Crislip, James B. Jr.	Foreman	Maintenance of Way	Connellsville	20
Duvall, William E.	Yard Fireman	Conducting Transportation	Baltimore	35
Fleishell, John A.	Laborer	Stores	Baltimore	52
Frey, Charles H.	Engineer	Conducting Transportation	St. Louis	45
Gallagher, James F.	Engineer	Conducting Transportation	Pittsburgh	44
Hawk, Andrew	Watchman	Conducting Transportation	Connellsville	19
Linn, John J.	Crossing Watchman	Conducting Transportation	Toledo	41
Miles, Samuel J.	Laborer	Stores	Baltimore	32
Miller, Wesley, C.	Agent	Conducting Transportation	Akron	39-9 mo.
Moran, Edward A.	Yard Brakeman	Conducting Transportation	Philadelphia	30
Nary, Daniel	Trackman	Maintenance of Way	Wheeling	35
Shewbridge, Samuel A.	Laborer	Motive Power	Baltimore	45
Slate, John Edward	Crossing Watchman	Conducting Transportation	C. & N.	47

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1921, \$367,795.95 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to July 31, 1922 amount to \$4,858, 856. 95.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Bear, David	Laborer	Motive Power	Baltimore	August 19, 1922	26
Burke, M. H.	Supervisor	Maintenance of Way	Baltimore	August 17, 1922	48
Carroll, Catherine	Car Preparer	Motive Power	Baltimore	August 7, 1922	36
Cobaugh, Robert, J.	Engineer	Conducting Transportation	Pittsburgh	July 31, 1922	34
Hayes, Thomas W.	Crossing Watchman	Conducting Transportation	Newark	July 7, 1922	30
Heddrick, George W.	Engineman	Conducting Transportation	Baltimore	August 17, 1922	50
McCahan, John C.	Checkman	Conducting Transportation	Baltimore	August 7, 1922	34
Murnan, John	Crossing Watchman	Maintenance of Way	Shenadoah	August 21, 1922	40
Quinlan, James J.	Engineman	Conducting Transportation	Cleveland	August 7, 1922	29



# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine:  
How blest is he who crowns, in shades like these  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted Village"

## Daniel Nary

Daniel Nary, retired trackman, Wheeling Division, was born at La Grange, Lorain County, Ohio, on March 15, 1850. He attended public school there, and in 1874 he went to work with the Big Four Railroad. Later he was promoted to section foreman. In this position he came to the old C. L. & W. in 1887 in charge of track work at St. Clairsville, Ohio. When the Baltimore and Ohio took over this section of the Railroad, Mr. Nary came with it. He remained here as trackman, Maintenance of Way Department, until his recent retirement.

Mr. Nary was married in 1875 to Miss Margaret Brahney. Three children were born to them, a daughter and two sons. The daughter, Mrs. Katherine Henry, is now agent for the Baltimore and Ohio at St. Clairsville. It is with her that Mr. Nary now makes his home, Mrs. Nary having died in 1918.

Mr. Nary is a man of a genial and kindly disposition. He has a wide circle of friends and is well known for his constant and faithful service to the Company.

## Edward Draime

Edward Draime is an old-timer of the Railroad. He was pensioned during March this year, but his picture appears in the MAGAZINE for the first time.

Mr. Draime entered the service of the Baltimore and Ohio at Garrett, Indiana, as blacksmith helper on February 25, 1881. In 1887 he started in working as a boiler washer. In 1892 he was transferred to the Car Shops as car repairman. The next year he took up the work of repairing engine tenders, pilots and cabs. He worked at this for 23 years.

Mr. Draime tells many interesting tales of the hardships connected with work in the early days, when men were forced to do with their hands what machines now do for us.

## Edward A. Moran

Edward A. Moran, pensioned yard brakeman, was born in Philadelphia County, Pa., on July 22, 1855. He began his service with the Baltimore and Ohio on January 1, 1888, as yard brakeman. In 1890 he resigned from service, but returned to service on February 24, 1892. His retirement is due to failing health.

## The Engineer

CANDACE SAWYER LAUBACH, in the *Milwaukee Magazine*

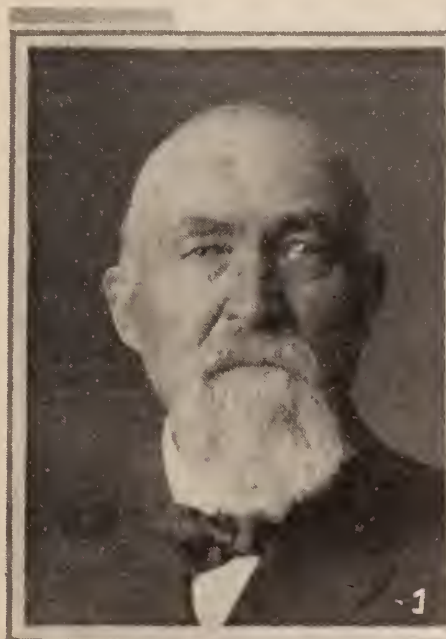
As I listen in the night-time  
To the engine's whistle shrill,  
Knowing the iron monster  
Is controlled by human will,  
I send a prayer to Heaven,  
For the man of steady nerve,  
Who peers into the darkness  
Watching every bridge and curve;  
For 'tis he who brings the message,  
From our loved ones far away;  
And the paper in the morning  
Filled with records of the day;  
And the rover who is weary,  
Who no longer cares to roam,  
Longing for his wife and children,  
In the blessed walls of home.  
And the freight of market value  
Comes to make our lives complete,  
Bringing comfort without measure  
To the farm and busy street.  
So I pray for him sincerely,  
Asking a power divine  
To carry him through in safety  
While he's "covering his line."

## The Right Way

By C. Edgar Wooden, Jr.

Engineer, Norfolk and Western Railway

It is not the way we treat ourselves,  
The style of clothes we wear,  
The food we feed the inner man  
Or how we comb our hair,  
That makes this world seem better  
And the living more worth while;  
But the deeds we do for others  
When we do them with a smile.



1—Daniel Nary



2—Edward Draime



3—Edward A. Moran

THEY HAVE EARNED THEIR VACATIONS



# Women's Department

Edited by MARGARET TALBOTT STEVENS

## How to Make Good Coffee

By Helen Rose White, Wife of E. F. White, Office of Auditor Coal and Coke Receipts, Baltimore, Md.

*Note: We are not telling any tales out of school, but a certain little lady who works in a Baltimore and Ohio Office wrote us that she is seriously contemplating a matrimonial plunge. The future husband is a Baltimore and Ohio employe. He will need good things to eat, and M—(There! I almost told her name) says she doesn't know a blessed thing about cooking. Therefore, she turned to us, asking our grandmotherly advice on the best way of making coffee, and also, how to hold her husband after she has him. Knowing probably less than she does about either question, we turned to a woman of experience to help us out of the dilemma. Mrs. White is noted for her good eats, and her husband has stuck by her for a number of years. She answered both questions. This is the answer to one. The answer to the second will appear in an early issue of the MAGAZINE. Mary—Oh! I mean Mrs. Engineer-to-be, we hope that you may profit by this splendid advice.*

—Aunt Mary.

**I**N the matter of the future Railroader's wife and her request, I shall proceed to write out the directions for making good coffee so that she may try it out beforehand and thus get the *modus operandi* down pat before the arduous duties of married life come clamoring for recognition. Having got that "off my chest" (the big words, I mean), here goes:

Select any good grade of coffee. Have it ground medium fine. Keep it in a glass jar with a tight cover, and always keep the cover screwed down. This is essential in order that the coffee may retain its strength.

### For the Old-Fashioned Pot

For coffee to be made in an old-fashioned coffee pot, take a heaping dessert spoonful for each cup, and an extra one "for the pot." Measure one less cup of water (cold) than you intend to have, and pour this into the pot, stirring the coffee and water together with a big spoon. Set the pot over a quick fire. Watch it 'til it boils to the top of the pot. When it is about to boil over, put in your last cup of cold water, right into the seething mass. Then set the coffee aside to settle for about a minute. Pour the coffee off the grounds and serve.

Never put eggs or eggshells into the coffee. The cold water carries all sediment to the bottom of the pot. If necessary, this coffee can be warmed over *once* again for another meal, and if you are careful at the second warming not to let it boil, you cannot tell from its taste that it has not been newly made.

### For Percolator Coffee

One heaping dessert spoonful of coffee for each cup and an extra one "for the pot." (For *two* people, Miss Mary, a four-cup size percolator is quite large enough.)

Measure the cold water into the pot, and set the percolator into its pot of cold water. Cover and set it over the burner. Let it percolate for fifteen minutes. Then take out the percolator, which will be full of grounds, (for it always swells considerably) and serve your delicious beverage with sugar and cream. Lacking good, rich cream, use instead unsweetened evaporated milk, of which there are a number of good brands to be obtained. And according to our point of view, this is much to be preferred to "top milk" or thin cream.

## The All-American Cook Book

### Good Eats for a Worthy Cause

**W**OULD you like to taste the best dishes served in the White House under the present and preceding presidents? Would you like to partake of the favorite foods of generals, admirals, diplomats and leaders in public affairs?

There's only one way we know of in which you can accomplish it and still stay at home—by procuring a copy of the All-American Cook Book, comprising over five hundred favorite recipes of our leaders in governmental, military, naval and diplomatic affairs, located not only in America but representing this country in every foreign land. In the All-American Cook Book you can learn what best tickles the palate of your senator and congressman, your favorite President and your model statesman. In fact you find in one volume the secrets of feeding the brains of a nation.

The All-American Cook Book is prepared with a view to fitting into, and amplifying most creditably, every housewife's culinary

library. "No home is complete without it." To our men readers we would suggest making a hit with wife, mother or sweetheart by purchasing a copy for her. To our women readers we would say that buying a copy is the surest and most economical means of winning or holding a man's affection and making for him in reality a "home, sweet home." We know that the best way to make men feel at peace with the world—and especially their own particular little worlds at home—is to "feed the brutes."

And—here is a splendid outstanding feature—no one makes any profit from the sale of the All-American Cook Book. The proceeds go toward easing the lot of disabled World War veterans and their dependent families. We know the book is good. We know the cause is good—which accounts for our cheerfully running this complimentary writeup. Let every reader get his or her money's worth and at the same time help this worthy cause by buying one or more copies, at \$1.50 each, from the Judy Publishing Company, 102 North Wells Street, Chicago.

The Baltimore and Ohio MAGAZINE seldom appeals to its readers for any cause which requests their financial support, but the especial worthiness of this cause warrants this exception being made.

## Hallowe'en Charms

By Dorothy Rubenstein

Freight Traffic Department, Baltimore

**S**POOKY Hallowe'en is with us once again. This is the time when ghosts stalk amidst the shadows, strange lights flash among the trees, and superstition reigns supreme over young and old.

Have you ever tried walking backwards, with a lighted candle over your left shoulder, down the cellar stairs, thinking you will catch a glimpse of your future husband, or wife as the case may be? Or have you looked into a mirror over your left shoulder by the light of the moon? If you have not tried either of these charms, you have missed a great deal, and you should not by any means delay doing these stunts this year, for remember, the spell will only work at midnight—All Hallow's Eve.

This advice is given especially for the benefit of the lovelorn, and I am sure it will be of great help to them, if directions are carefully followed.

"Teacher whipped me because I was the only boy who could answer a question she asked the class," cried Willie.

Willie's mother was angry. "I'll see the teacher about that!" said she. "What was the question she asked you?"

"She wanted to know who put the glue in her ink bottle."

—Great Western Magazine



## World Famous Opera Singer a Devoted Mother

*Marguerita Sylva Talks about Pretty Girls and about Her Profession, but Mostly about Her Babies*

MOTHERS are mothers the world over. No matter whether they have other "professions," vocations, or avocations, they can always find a moment to tell you about their children—and most of us are willing listeners.

Several weeks ago, when the Fashion Show was held at the Fifth Regiment Armory, Baltimore, the Baltimore and Ohio had the pleasure of having as its guests from New York to Baltimore, a large gathering of those who were to take part in the show. Among those who got off the train at Mt. Royal Station was Marguerita Sylva, famous for her glorious voice and superb acting in grand opera and especially for her interpretation of Carmen, both in America and in the Old World.

The first thing that we noticed about her was her smile, and for this reason, we picked her out from the rest of the party for her photograph, which you probably noticed with the others in a recent edition of the MAGAZINE. This smile was not alone for her personal friends, nor for those who had made her journey a pleasant one, but for everybody, from the Fashion Show director to the grinning "red cap" who carried her luggage.

She smiled when our photographer came for her picture, and she smiled me a goodbye when her taxi drew up to the curb. Naturally, I went back into the office that afternoon feeling rather elated. Sylva had smiled upon me.

Next morning the newspapers were full of her pictures. They told how she played the part of judge and helped to select the queen of the Fashion Show. All were loud in her praise.

In the afternoon someone came into the office and remarked, "Your friend Sylva is down in the waiting room; you'd better go down and talk to her."

Under ordinary circumstances I probably would have balked. Now I couldn't; I had to prove that she would smile at me again. Moreover, I scented a little story for our Department. I went, with several pairs of eyes watching over the balustrade to see what would happen.

I went toward her smiling. She smiled back and held out her hand. (Ah, Vengeance, thou art sweet! The eyes that had followed me were ready to pop from their sockets.)

"Well," remarked Madame Sylva after the preliminaries of introducing myself were finished, and the eyes up in the balcony were satisfied, "it's all over."

"The Fashion Show?"

"Yes. And oh, what a time we had choosing them. There were so many of

them to choose from. Of course, we had to consider both face and figure. I only regret that more of Baltimore's prettier girls did not enter the contest. Why, Baltimore has any number of lovely girls who did not enter. I rather think that they get the notion that it is not just the thing to enter a contest of that sort. Of course, it is a bit hard for some to understand that such a thing is oftentimes good for a girl. She finds out hidden talents that she never knew she possessed."

"And there were men among the judges too, were there not?"

"Oh, yes. But men really know so lit-

tle about beauty. Why, all you have to do is to wink an eye at a man and he thinks that you're perfectly wonderful. That's why some wise person suggested that at least some of the judges be women. But speaking of beauty, let me show you something."

She reached into her black bag and pulled out a photograph. Ah, what was it? A picture of some brilliant actress or world famed beauty? Or perhaps a photograph of Marguerita herself? Neither. The first picture was of little Jackie Coogan, a pretty little girl playmate, and a great big dog. It was a delightful little picture. But who.....what.....?

"That," said Sylva, throwing her head back with all of the pride of one who has given to the world a masterpiece of art, "that is my little girl baby. The picture was taken on my recent trip to California, when I sang at the Hollywood Bowl. Oh,



Marguerita Sylva



but she is the dearest thing! . . . . . Of course, I suppose all mothers think that their children are wonderful. Why, the other day I dressed my children and took them for a walk. I have two, you know. I usually dress them in little black frocks with colored wool embroideries. We walked down Fifth Avenue. When I got back home, I went straight to my husband. 'Bernard,' I said to him, 'do you know,

everybody on Fifth Avenue turned around to look at my children'

"'Oh, nonsense,' said he, 'that's your imagination.' But it wasn't, for I am positive that they did."

And gazing admiringly after her as she went to board her train, I felt quite sure that the "Fifth Avenooers" did not miss a sight of the mother herself when they looked back at her attractive children.

## Dame Fashion Says—

On separate skirts, self covered buttons, belts and buckles are the usual trimming. Decorative treatment in the way of embroidery or braiding on the backs of coats and wraps is very effective.



4125

### A Splendid Model in Wrap Style

4125. Stylish and very attractive in blue serge with black braid and buttons for trimming. Jersey and knitted fabrics are good also for this design.

The Pattern is cut in three Sizes, 16, 18 and 20 years. An 18 year size requires 4 yards of 54 inch material. The width of the dress at the foot is 2 $\frac{3}{8}$  yards.

Price, 12 cents in stamps.

### A Neat Frock for the Growing Girl

4114. Serge with braid trimming would be good for this model. It is nice also for combinations of material. The collar, vest and skirt panel could be of plain goods, with the other portions of striped, plaid or figured material.

The Pattern is cut in three Sizes: 12, 14 and 16 years. A 14 year size requires 4 $\frac{3}{4}$  yards of 36 inch material.

### A Comfortable Work or Porch Dress

4128. Here is a very pleasing house dress, that may also do duty as a "street dress" in coat style. The lines are simple. The sleeve may be in wrist length or finished with the cuff in elbow length.

The Pattern, which is nice for gabardine, serge, gingham, percale, prints and crepe, is cut in seven Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 5 $\frac{7}{8}$  yards of 32 inch material. To trim as illustrated requires 1 yard. The width of the skirt at the foot is 2 $\frac{3}{8}$  yards.

Price, 12 cents in stamps.



### NOTICE

Any pattern on this page only mailed to any address on receipt of 12 cents in stamps. Use the blank on page 30, or send in your name and address in full on another piece of paper, giving numbers and sizes of the patterns desired.

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1922-1923 BOOK OF FASHIONS.

### Katye Tells Us How to Vote

By KATYE COPLAN

**W**ELL, Girls, are you all going to vote this year? Of course you are, and what's more, you're going to vote intelligently, and not for the best looking man, as our brothers and other male relatives would have us believe. Our inning is "in," and we're going to make the best of it.

Don't vote the Democratic ticket just because your father is a Democrat, nor the Republican ticket because your sweetheart is a Republican, but let your own intelligence decide your party affiliations. Study the various platforms—and the candidates. A party platform, as you know, is for the same purpose as is a street car platform; namely, to "get in on." Keep abreast of the times by reading not only the daily papers but the better magazines. From the latter you can secure vast stores of political information, written particularly for the new voters. Fortify yourself at least this much against ignorance and helplessness when the "fatal day" arrives.

If your neighbor is indifferent about voting, it is your duty to persuade her to take advantage of her privilege. If the intelligent woman stands by and lets the ignorant one vote, she has nothing to "kick" about if future legislation is not to her liking. Take time by the forelock and get busy now.

A woman who does not vote is not looking to the best interests of her country, and, in my opinion, is no patriot. Come on, girls, pick your candidates, and when Election Day comes, don't forget to vote—and know what you're doing when you do it.



4128



# Bright Colored Figures and Stripes Make Woolen Materials Stunning

By Maude Hall

SOME stunning frocks are fashioned in woolen materials with bright-colored figures and stripes. A design that is suitable for daytime wear is in gray flannel with dark red satin polka dots. The closing is in surplice style, the collar and vestec being of plain knit silk. The sleeves are finished with cuffs that correspond with the collar. At either side of the gathered skirt are straight panels, gathered at the top. This dress is so simple in its development that it assures the wearer of comfort as well as style. It can be reproduced in any of the fabrics of the season and offers pleasing opportunities for combinations of materials.

Among the new models a larger number of long sleeves are shown than short ones, but the short sleeve is always safe for a frock to be worn in the house. The development of the fashionable sleeve is an art in itself and one is staggered at the variety of design in this detail of the toilette. The fate of the neckline is not so certain, especially as concerns collars. There is a certain youthfulness about the collarless neck that makes it beloved by all women. On the other hand, there are collars, especially among the Mandarin variations, that give one queenly charm and dignity.

## AUTUMN INTERPRETATION IN CAPES

Dark brown panvelaine makes this typically new and smart cape, which has side panels extending below the hemline. Cape and panels are gathered at the neck edge to a high collar, which may be worn high or low, but it must be rolled.

Medium size requires  $3\frac{5}{8}$  yards 48-inch material and  $3\frac{7}{8}$  yards of 40-inch lining.

PICTORIAL REVIEW CAPE No. 1164. Sizes, 16 years and 36 and 42 inches bust. Price, 35 cents.



## A FROCK OF ATTRACTIVE DETAIL

French designers have decided to combine material rather than colors this season. Tan and brown are the two colors featured in this straightline frock of figured silk and wool crepe. It is trimmed with Satin Canton and ribbon which has a gold stripe woven through either edge. The panel plaits may be omitted, if preferred. Medium

size requires  $3\frac{1}{2}$  yards 40-inch figured and  $1\frac{1}{2}$  yard 40-inch plain material.

PICTORIAL REVIEW DRESS No 1110. Sizes, 34 to 42 inches bust. Price, 35 cents.

## IN SATIN-FACED CANTON

A gown of unusual attractiveness may be reproduced from this model. Nothing could be smarter for the purpose than deep chocolate colored satin-faced Canton crepe. It is trimmed with small beads, arranged in outline effect about the slashed front and sleeves, oval neck and lower edge of the tunic. In medium size the design requires,  $4\frac{3}{4}$  yards 40-inch material, with  $\frac{1}{2}$  yard of lace insertion for the yoke.

PICTORIAL REVIEW BLOUSE No. 1052. Sizes, 34 to 46 inches bust. Price, 35 cents.

SKIRT No. 9827. Sizes, 24 to 36 inches waist. Price, 35 cents.



© Pictorial Review 1052

9827



© PICTORIAL REVIEW 1164



Dress 1281  
35 cents

Dress 1274  
35 cents

Dress 1328  
35 cents

Dress 1313  
35 cents

Dress 1278  
35 cents

Child's Dress 1280  
30 cents

Child's Dress 1277  
30 cents



## Lesson in Home Dressmaking

*An Embroidered Collar and Sleeves Similarly Trimmed Make This Kimono Very Attractive*

THIS kimono would be very pretty as well as serviceable, developed in crepe de Chine, Jap silk, satin, voile or cot-

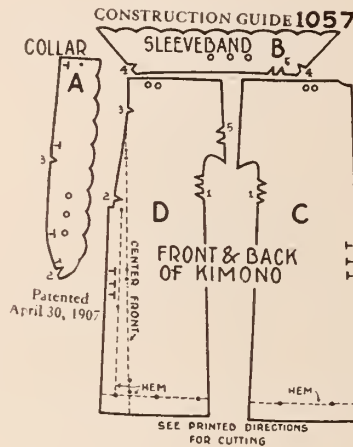


small "oo" perforations which indicate the center-front. Finish for closing.

Take the collar next and close the center-back seam, which is indicated by a small "o" perforation. Gather the neck edge at back between "T" perforations and gather again 3/8 of an inch inside. Gather near the lower front edge between "T" perforations. Sew collar to neck and front edge of kimono as notched. Close seam as notched and sew to lower edge of sleeve as notched, with seams open.

It adds to the effectiveness of the collar to line it, after the scallops have been buttonholed, especially if a soft material is used for the kimono.

PICTORIAL REVIEW KIMONO No. 1057. Sizes, 16 years and 36, 40 and 44 inches bust. Price, 35 cents.



ton crepe. A deep collar finished with embroidered scallops, and cuffs, similarly trimmed, does much to make the design beautiful. If preferred, the scallops could be bound with ribbon instead of being embroidered.

In medium size the kimono requires 4 1/8 yards of 36-inch material. It has a deep V-shaped neck and the collar is Shirred at the back. Ribbon or self-material may be used for a belt.

There is no seam at the shoulder and the material should be cut as if the pattern were in one piece. This is clearly illustrated on the cutting guide. The front and back have the triple "TTT" perforation laid along a lengthwise fold of the material. The collar and sleeve bands have the large "O" perforations resting along a lengthwise thread.

Mark the notches carefully, then close the underarm and sleeve seams as notched. Turn hems at front and lower edges on small "o" perforations, then lap the right front over the left, matching the double

### Sizes of Patterns.

DRESS No. 1278. Sizes, 34 to 50 inches bust.

CHILDS' DRESS No. 1277. Sizes, 6 to 14 years.

DRESS No. 1281. Sizes, 34 to 50 inches bust.

DRESS No. 1274. Sizes, 34 to 44 inches bust. 16 to 20 years.

CHILDS' DRESS No. 1280. Sizes, 6 to 14 years.

DRESS No. 1328. Sizes, 34 to 40 inches bust.

DRESS No. 1313. Sizes, 34 to 48 inches bust.

### Good Turkey Dressing

Contributed by Mrs. W. D. Roebuck, Lima, O  
Break stale bread into bits. Moisten with cream, melted butter, and a little of the broth from the turkey. Season with salt, pepper and parsley, sage, or onion.

## Hallowe'en and Some Superstitions

ALL SAINTS' Day, Hallowe'en, or Hallowe'en, is celebrated on the last day of October. This is the day when spirits are said to walk around on the earth; when witches become alive, and where everything must be done to keep away the "spells" that these creatures are bound to cast over the unwary mortal.

Many are the superstitions that have been handed down from generation to generation, and while you may not admit being superstitious, glance over the following list and see how many of the old sayings you have heard, and say to yourself how many you believe in.

When a spider spins a long web it is a sign of rain.

The song of the katydid foretells hot weather.

For success of any venture whatever, provide yourself with the left hind foot of a graveyard rabbit.

To have a black cat follow you brings fortune to your door.

To raise an umbrella in the house is a sure sign of disaster.

If you sing before breakfast you will cry before supper.

A falling star is a sign of death.

A bird seeking entrance at a window brings illness or death.

Who stumbles in climbing a stairway will not be married during that year.

Dreams, told before breakfast, come true.

When you see a red-haired girl, look out for a white horse.

When you see a load of hay, make a wish.

A falling star means that somebody is dying.

A four-leafed clover, a horseshoe, and a wishbone, all bring good luck.

Who has never said:

"Star light, star bright, first star I see tonight,

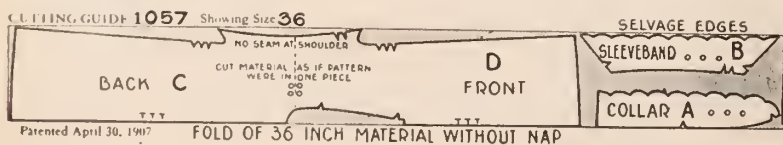
I wish I may, I wish I might have the wish I wish tonight?"

### WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md."

Try our pattern service—five days from day you mail order to day you get pattern.

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# Wooden Toys Made in St. Louis

By L. L. Beck

Traffic Manager, Columbia Box Company  
St. Louis, Mo.

**I**N the Fall of 1920, realizing the inability of American manufacturers to supply the enormous demand, and the inadequate importations of toys to this country, "MENGEL PLAYTHINGS" were created with the desire to contribute to the health and happiness of children. They are manufactured with sentiment, as employees themselves are the inventors of these patented articles. School children selected by vote the elephant trade-mark transfer cemented on each toy, and the toys are offered with the assurance of wholesome pleasure combined with durability and safety.

Keeping in mind that a healthy, thoughtless youngster can discover more methods of destroying property than the wisest adult—particularly true of toys and playthings—in most of these toys permanency is made more certain through the use of plywood in every part that may be subjected to unusual stress. Mengel plywood cannot be split. MENGEL PLAYTHINGS are equipped with these plywood wheels—the strong-

est wheels made. Plywood is constructed of a number of wood sheets or plies placed so that the direction of the grain alternates. These wood sheets are fastened together with a special cement, which an infinite number of tests have proved that when set, is impervious to heat and to other elements. One cannot split these wheels with an axe; thus it is inevitable that toys whose most important parts are made of this material will outlast others not so sturdily constructed.

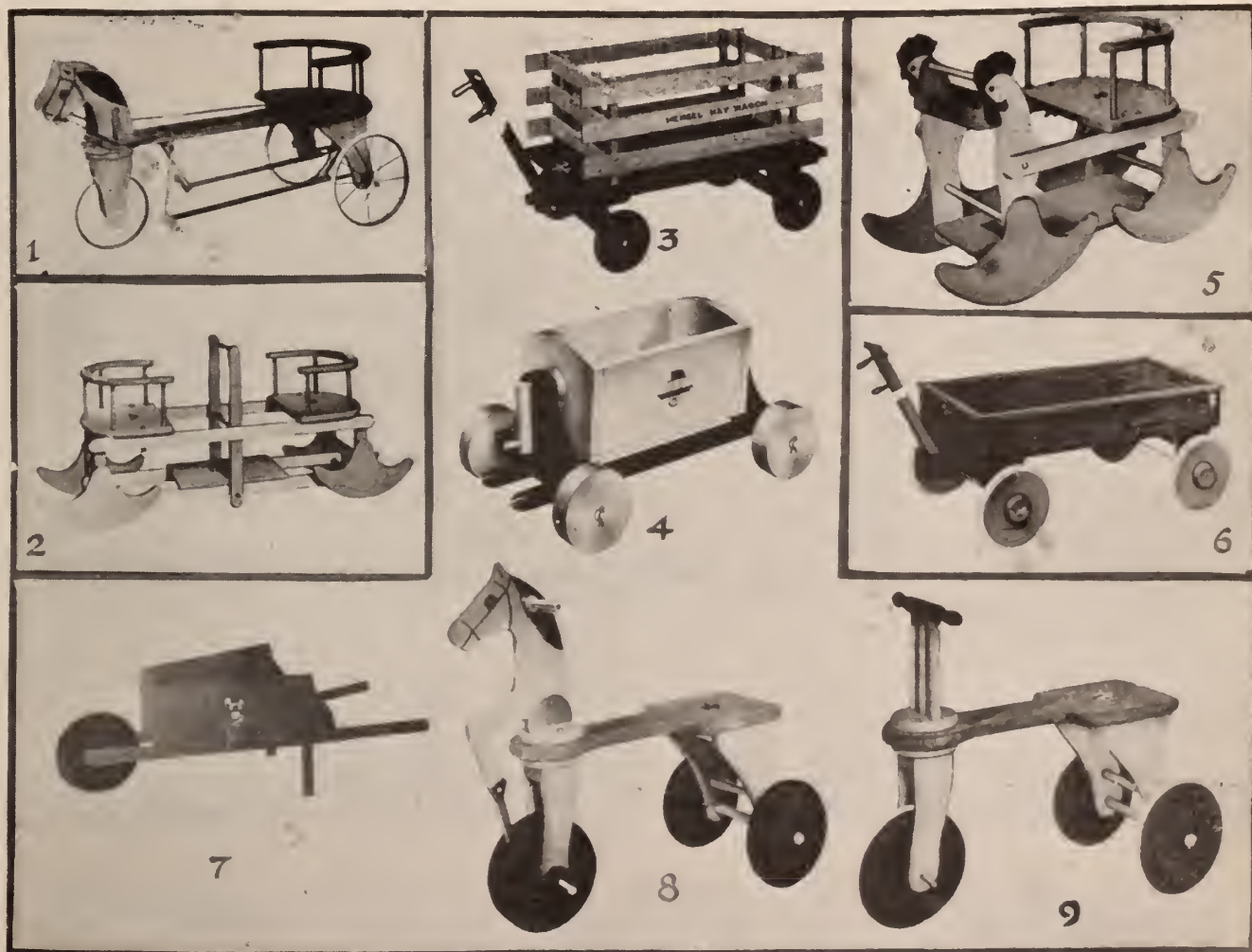
Recently two straight carloads of MENGEL PLAYTHINGS were shipped to New York City and Boston. These cars contained Rock-A-Tots, Rock-A-Twos, Motor Boats, See-Saws, Rock-O-Mobiles, Man-o'-Wars, Trail-O-Wags, Hay Wagons, Sand Wagons, Pony Pals, Foot Racers, Bye-Bye-Bikes and Wheelbarrows. Both cars were routed via Baltimore and Ohio Railroad for their long haul. Indeed, there is hardly a day passes but that the Baltimore and Ohio Railroad enjoys

a large less-than-carload tonnage of MENGEL PLAYTHINGS.

The "Motor Boats," named "Miss America," are built along the lines of a real speed boat; they are non-sinkable and are driven by a powerful encased spring motor which propels with a single winding a distance equal to the length of an average city block. The hulls are manufactured from clear-grained, imported, genuine mahogany—a delight to every child as well as to grown-ups.

MENGEL PLAYTHINGS are four season toys, some of the line especially adapted for nursery use indoors and some for outdoors. The handsome finish on all toys permits of washing; consequently, they are highly sanitary and parents recognize the healthy exercise afforded the children by their use.

Since the inception of these useful toys there has been a steady movement to all states of the Union, also for export. Judging from present indications, numerous other carload shipments will be made in the near future. MENGEL PLAYTHINGS are shipped in solid fibreboard containers, and the sides and ends are fastened with steel rivets, insuring safe transportation and growth in first-class condition.



SOME OF THE MENGEL PLAYTHINGS

- 1—The Pony Pals. 2—The Rock-a-Two. 3—The Mengel Hay Wagon. 4—The Sand Wagon. 5—The Rock-a-Tot. 6—The Trail-o-Wag. 7—The Wheelbarrow. 8—The Man-o-War. 9—The Bye-Bye Byke



# Cleveland Terminal Employes, in Signed Resolution, Pledge Hearty Support to President Willard

IN concluding his address to those attending the annual convention of the Grand Lodge of Baltimore and Ohio Veterans on January 5 of this year, President Willard said; "No matter how hard we try, we cannot make the Baltimore and Ohio Railroad the greatest railroad in the world, or the straightest or the richest railroad, but we can, if we will only try hard enough, create for it the reputation of being the best railroad in the world in point of service. We can do that. I cannot do it alone. You cannot do it alone. But all of us working together can do it, and I earnestly desire your cooperation in this way."

This inspiring statement was reprinted on a full page over President Willard's facsimile signature in the May issue of our MAGAZINE, and was later used by the Publicity Department in their Bulletin No. 1, Volume 1, which was circulated generally throughout the Railroad ranks and placed upon a number of bulletin boards.

At Cleveland, Ohio, the special attention of the traffic force was called to the bulletin by J. C. Kimes, assistant general freight

agent, and they were so much impressed by it that they brought it to the attention of all our employes in the Cleveland Terminal.

The result was that the accompanying resolution was framed and signed by the one-hundred and twelve employes of the

## The Resolution

WHEREAS, The Baltimore & Ohio Railroad has published its Bulletin, Number One, Volume One, dated June 1, 1922, bearing a message from our president, Mr. Willard, entitled, "The Best Railroad," in which he states that we can create for the Baltimore & Ohio Railroad the reputation of being the best railroad in the world in point of service, and

WHEREAS, because we believe that by working harmoniously and earnestly together we can contribute our share towards establishing for the Baltimore & Ohio Railroad the reputation of being the best railroad in the world in point of service, therefore

BE IT RESOLVED, that we, the undersigned, employes of the Baltimore & Ohio Railroad at Cleveland, Ohio, lend our hearty support and conscientious effort towards securing for the Baltimore & Ohio Railroad the reputation which our President desires.

FREIGHT STATION AND YARD FORCES



CLEVELAND EMPLOYES WHO SIGNED

Left to right: Bottom row—Hattie Potter, statement clerk; Emaline Kellmer, cash clerk; Mary Connolly, cashier's stenographer; Ethel Eppink, posting clerk; Helen Genevieve Carey, disposition clerk; Mrs. M. Kirk, tally clerk; Mrs. M. Steir, revision clerk; Nellie Smith, timekeeper; Mrs. G. Kirby, trace clerk; Mrs. Fleischauer, claim stenographer; Josie Maroney, correction clerk; Betty DuBridge, accountant; Adelaide Faflik, biller; Agnes McKeon, biller; Betty Herkey, stenographer. Second row—receiving clerk; A. P. Krause, O. S. & D. clerk; W. Cappel, window cash clerk; H. B. Smith, chief clerk, Police Department; A. E. Medley, chief claim clerk; R. G. Daviss, Richmond, freight representative; Laetitia Singleton, stenographer; Esther Elsner, biller; J. W. Freeland, freight representative; M. G. Carrel, special passenger representative; A. McCoy, utility clerk; Henry Walsh, trucker; Charles Ball, chief delivery clerk; G. Anderson, tallyman; J. R. Neiderhaiser, car record clerk; Walter Sindelar, utility division passenger agent; G. H. Smith, freight representative; Harry Lapp, traveling freight agent; Francis Seitz, trace clerk; Luther King, stenographer; William Donawa, file clerk; R. J. Garrett, adjustment clerk. Top Row—Standing—Louis Kundtz, messenger; Jacob Kilian, messenger; Mike Matzek, carding clerk; Thos. Dillon, tallyman; W. W. Cl delivery clerk; H. Mulhern, switching clerk; W. Eppink, trucker; R. B. McGinley, chief clerk; V. Tyler, carding clerk; H. King, trucker; T. Burns, delivery clerk; C. Seifer cashier; F. O. Dunkle, assistant rate clerk; T. Pembroke stenographer; Mrs. E. Oldham, secretary to assistant general freight agent; Ed. Ackerman, mail clerk; A. W. Gienl



traffic, freight station and yard forces at Cleveland, whose pictures appear on this page.

This is only one of a number of similar spontaneous expressions of loyalty which have been sent to President Willard during the last four or five months. Others have appeared in the newspapers, and those of us who have seen them and who know the conditions under which they were written, recognize in them a most unusual and gratifying expression of the friendly feeling of our employes toward the Baltimore and Ohio.

It is generally known that our road has suffered severely during the recent strike of the shop crafts. It is unnecessary to go into details here because the unsatisfactory conditions have been only too apparent. Suffice it to say that each and every one of us has seen enough of them to make us want to give our very best to assist in getting our operations and business generally back into shape.

Hundreds of men worked to the limit through the taxing hot weather of the summer and early fall to uphold the reputation and service of the Baltimore and Ohio. They did their own work and the work of other men, too. Thousands of others proved their loyalty by remaining steadfast to duty. Even from many of those who left the service came repeated expressions of regard for the Railroad's interest

and of desire to promote its welfare. Now these men, in particular, back with the Railroad, can show the extent of their regard for it and for its Management by giving of their best in its service. There are already signs that this is being done in many places. Let us hope that these may soon be system wide to the end that the Baltimore and Ohio will be able to show the best record in its history.

**Pullman Porter Wilkins**

4402 Adeline St.  
Emeryville, Calif.  
April 14, 1922

Editor  
Baltimore and Ohio Magazine  
Dear Sir:

On March 26, 10.20 p. m., I left Washington, D. C., with my Mother, a feeble invalid, just out of a sanitarium, and wish to express my appreciation of the extreme kindness of the porter, who was A. M. Wilkins, of the Wash. & Chicago run Pullman ear.

I was just recovering from a compound fracture of the wrist and consequently somewhat crippled and only for his thoughtfulness might have been greatly embarrassed.

It was necessary to have our meals served in our section and a word of appreciation of the cheerfulness in which that service was performed should not be overlooked.

I believe Mr. J. T. Ransom is in charge of the Pullman Co.'s men and would be glad if this well deserved word of appreciation might be brought to his notice as he probably likes his men to reflect credit on him.

Very sincerely,  
(Signed) (Mrs.) Helen Stillwell

**Thanks for Lost Glasses Returned**

Grand Hotel  
Cincinnati, Ohio  
September 20, 1922

John P. Dugan, Esqr.  
Gen'l B. & M. Agent  
Baltimore and Ohio R. R. Co.  
Baltimore, Maryland.

Dear Sir:  
Permit me to acknowledge the wonderful system—attention and consideration as shown by the return of my bi-foveal gold bowed spectacles—lost while napping on train out of Pittsburgh 8.15 last Sunday morning—found and returned to me in perfect condition.

This shows very fine work on the part of you, and the Baltimore and Ohio employes; also great good luck on my part, in that the glasses were not trodden under foot. Thank you heartily.

I remain, very faithfully  
(Signed) E. L. BURWELL  
35 Lathrop St., Madison, Wisconsin



**RESOLUTION TO PRESIDENT WILLARD**  
correction clerk; Elsie Lake, adjustment clerk; Mary Medley, mailing clerk; Ethelyn Benedict, stenographer; Katherine Spain, abstract clerk; Lillian Neelon, index clerk; arrangement clerk; Mary Freidal, demurrage clerk; Sara Connolly, extension clerk; Ann Mae Miller, claim clerk; Lydia Guhl, assistant agent's stenographer; Antionette Farrell, Mrs. Jamison, file clerk; Marie Shirey, statement clerk; Mrs. Fahey, collection clerk; William Keeley, assistant foreman; N. Madigan, ballot inspector; R. G. Wolff, chief clerk, Clark Avenue; A. R. Strome, assistant chief clerk—Assistant General Freight Office; L. N. Roller, freight representative; E. L. Kimes, chief switching clerk; W. P. Miss Matheson, passenger representative; J. M. Bailey, adjustment clerk; Mary Jojne, settlement clerk; Third Row—Oscar Neuman, rate clerk; T. O'Hara, general clerk; H. J. Glancy, freight representative; J. G. White, freight representative; J. C. Kimes, assistant general freight agent; G. R. Littell, terminal agent; J. G. Strickenberg, Hermann, stenographer; S. C. Holcomb, assistant agent; J. H. McDonald, statistician; A. L. McKinstry, station master; Mr. Mench, chief clerk to division passenger agent; chief rate clerk; Next not known; W. J. Weishaar, rate clerk; Carl Weisberg, rate clerk; N. Carnahan, waybill mail clerk; Carl Zimmerman, foreman's clerk; W. Baker, houseman; T. Brenan, tallyman; T. Breha, tallyman; H. Duntz, cooper; W. Richards, tallyman; O. F. Murrey, cashier; J. C. Disler, adjustment clerk; D. Hicks, assistant ticket agent; J. Rice, transfer foreman; Mr. Gilchrist, transfer foreman; Ben. Guhl, bill of lading clerk; George Trope, tonnage clerk; J. Kincaid, trucker



# First Annual Picnic of Green Spring Tie Treating Plant Employes

ON Saturday, September 2, the employes of the Green Spring Tie Treating Plant held their first picnic. It was so successful that they decided to make such a picnic an annual affair. There were more than 600 people who attended and every one of them had a jolly time. Not only was it the largest gathering of Baltimore and Ohio employes at Green Spring, but it was the largest community gathering held in the county this year according to the *Hampshire Review*.

The picnic was held on the Plant grounds. Automobiles met many of the guests at the trains, and others came in almost every other kind of conveyance that can be imagined. There were signboards pointing out the way so that none might be lost. In spite of these, however, we heard strange yarns about E. E. Alexander, plant supervisor, and Operator G. W. Kaylor losing their way, or getting off the roads, or something like that.

Among the guests of the day was Miss Jennie Smith, railroad evangelist, now 80 years old and still going. Many of "her boys"—and girls, too—crowded around for a handshake and a chat with her whom we call a "real woman."

The Romney Concert Band, W. C. Levings, conductor, furnished the music. There were amusements of all kinds for the kiddies as well as for the grown-ups. The swimming pond led many a person to shake his jacket and go tumbling in. Of course, since this was the first picnic, everybody was requested to bring his or her own bathing suit. But poor Bud Hamilton! Please, somebody, lend him something to wear in swimming next time! And did anybody see George Taylor? In swimming, I mean? No, we didn't either. Wonder if he was 'fraid.

As to the dressing rooms, these were provided with all of the necessities—and luxuries—of a regular seaside resort: dressing tables, mirrors, and towels.

The day was a fine one, in spite of the rainy weather that abounded at places nearby. The sun came out and we got some good pictures, which we present herewith.

And the dinner! There are more things to tell about that dinner than can be imagined. In the first place nobody went away hungry; most of us carried something home in our baskets, for we had more than we could get away with. Some of the boys tried playing at being waiters. Well, you

should have seen Bill Grove hustling. But Ike Saville as a waiter is a positive failure. Bill Fields said that it was the "dryest" crowd that he ever saw: Bill, as you know, was water boy for the crowd, so he had his reasons.

Long tables provided the places where the baskets were unpacked and the hungry crowds fed to their heart's—and stomach's content. The Plant folk are trying hard to maintain a no-accident year. Success thus far has been good, with one exception. At the picnic, Friend Lenderking, (safety agent, too) fell down on the chicken eating. This indeed was a deplorable accident. His eyes were bigger than his—oh, well, you know. And did you think Loy Sibert liked chicken? You should have seen his pockets!

There were a number of attractions, but not the least were Tom Long and Friend Stottlemyer. Tom had on the highest collar, and Stottlemyer wore the smallest necktie. Oh, well, we must have some fun at a picnic.

Those who adorned our speakers' stand and who gave us many words of wisdom between the selections of the band were: Rev. H. A. Lindamond, of the Springfield Circuit; W. D. Lenderking, Baltimore and Ohio Safety Department; Miss Jennie Smith, whose subject was "Religion for Railroad Men and Their Families;" and Rev. J. A. Haugh, of Berkeley Springs, who



And What a Merry Time They All Had!



spoke on "The Community Spirit," a theme well illustrated by the employes of the Plant. Hon. John J. Cornwell, ex-governor of West Virginia, and now the Company's general counsel, and others from Baltimore who were scheduled to speak, were unable to be present.

After the eating and the speaking were over, the boys launched forth into a real baseball game. The fun lay between the North Branch and the Green Spring teams. The score was 10 to 2, in favor of Green Spring. Of course!

In one picture you may see the beautiful locust grove in which the picnic was held, showing the location of the band and speakers' stand, with flags and service flag, also one of the immense tables through the big grove. At the extreme right is the ladies' dressing tent, and through the trees (center) the big refreshment stand; on the left is one of the swings. Employes will recognize many in the picture. We only mention one—the gentleman immediately to the right of the ball player, with his hands behind him—Mike (Daddy) Skelley, oldest employe on Plant roll, who didn't miss anything.

Looking down one of the big tables we see several prominent gentlemen in the foreground at the left. These are Messrs. F. A. Sebold, H. W. Gross and G. C. Conley. Mrs. E. E. Alexander stands back of Mr. Gross. The man holding up the tree, left background, is Tieman J. D. Chaney. The ladies along the table include Mrs. Wm. Grove, Mrs. C. W. Hamilton (see September issue), Mrs. E. M. Stottlemeyer and others. E. M. S. stands directly under the flag. The two gentlemen in front of tree (right) are Messrs. John Siebert and Operator C. P. Houck.

Another view of the table shows Mrs. Grove, Mrs. Hamilton, Mrs. Alexander, Mrs. Stottlemeyer, Mrs. Adams, Mrs. Wilson and other hostesses. At the left, Mrs. Loy Sibert and Loy himself (felt hat). Tieman B. F. Reed, H. E. Duckworth, O. R. Landes, N. B. Hinkle and Rev. H. A. Lindamond are among those in the center of the background.

We also have a close-up of Miss Jennie Smith and Safety Agent Lenderking surrounded by a jolly bunch of picnickers. The gentleman with cap and glasses (right) is Operator G. W. Kaylor (see August MAGAZINE), holding Master Wilson Kaylor. Directly over Mr. Kaylor's shoulders are seen Engineer and Mrs. George Taylor, while standing under flags between Mrs. C. P. Houck and Mrs. Kaylor can be seen the smiling face of Night Foreman E. Allen. Directly back of him are Mr. and Mrs. J. D. Rockwell and on their immediate right, Mrs. T. E. Allen and Switchman W. F. Kesler. The two young ladies in front are Miss Odessa Allen and Mrs. R. G. Smith with her son, Gerald. Immediately left of the tree under flags stands Mrs. H. E. Gulick; Tieman S. P. Hose is braced against tree in center background. I. W.

Rees is at Mr. Lenderking's left with Mrs. Rees just back of Miss Jennie Smith. The gentleman holding up the chicken in the back-ground is Commissary Manager C. R. Passapae.

P. S. By the way, Ike is still looking for somebody who can whistle the "Mocking Bird."

Special credit for the success of our picnic is due the committees for their excellent work and those who so kindly donated the use of their automobiles for handling passengers between station and grounds. The committees are as follows: E. E. Alexander, general chairman; Publicity and Program, E. E. Alexander, F. A. Sebold; Grounds,

G. C. Conley, A. E. Irving; Signs, R. N. Angier, J. C. Alexander; Supplies, E. M. Stottlemeyer, A. E. Irving; Refreshment Stand, C. R. Passapae, Wm. Grove, R. H. Corbin, P. Allen, G. C. Conley; Gateman, W. H. Gross; Water, Wm. Fields; Special Tent Watchman, J. M. Bean; Hauling, J. C. Alexander, A. E. Irving; Passengers, D. H. Talley; Auto Truck, G. E. Edgell, Manager, Green Spring Orchard Co.; Automobiles, E. E. Alexander, George Taylor, William Seeders, John Twigg, R. D. Nixon, J. G. Myerly, Z. J. Morgan, W. G. Haines, C. E. Edgell, J. M. Bean, J. H. Flynn, Earl Stewart, Clarence Seeders.

## You Can't Play Baseball with a Bowling Pin



Each race has its national game, played by definite rules.

In America the national game is baseball, a sport which develops the fine qualities of speed, force, quick thought and fair play.

The game could not be played if a stranger, who is not completely familiar with all the rules of the game and the reasons for them, should bring into it rules from the favorite game of his own race or some other rules that he himself invented. As a result the entire game would be spoiled.

So it is with the American form of government.

Unless one understands fully and thoroughly the laws of this country and the spirit of the nation, it would be dangerous for one to advocate changes in the form of government by trying to bring into it untried theories.

It is like trying to play baseball with a bowling pin.

The only right way to proceed would be to familiarize yourself first with the laws and customs of this country and penetrate into its spirit, and if there are changes to be suggested, that should be done in the regular form approved by our Constitution.





## The Tail of the Little Black Bear

**T**HIS is a tale of the tail of a little black bear, who lived with his mamma 'way out in Yellowstone National Park.

This little bear's name was Sonny. Now, that's a funny name for a little bear, isn't it? But that's what his mamma called him, so that must have been his name.

Now Sonny and his mamma lived in the woods quite close to the beautiful canyon of the Yellowstone River. Every day they would walk over to the cliffs and see the people who came to the canyon. Sometimes there would be little girls and boys, and nearly every day there would be candy or popcorn, or something nice and sweet for Sonny Bear.

It was on a bright day in June, of this year, that Mamma Bear and Sonny came out of the woods and walked nearly up to a place called Artist's Point. This is where all of the artists like to come and to draw beautiful pictures of the canyon, for this is where it can be seen best. Little Sonny liked to look down into the canyon, too, but Mamma Bear always told him not to go too close to the edge of the cliffs, for fear that he would fall over into the deep, deep valley below. Then he would never be able to get out. Mamma Bear had been down in the canyon once or twice, but even she had had such a hard time to get back that she never went when she could help it.

Sonny kept close to his mamma when he heard the chug-chugging of the great, big cars that brought the people from the hotels and the camps. He could hardly keep still for thinking of the sweetmeat that he was 'most sure to get. He danced up and down and ran with all his might to where the long steps led up to the point.

Just then a big car came around the corner so fast that Sonny almost got run over. He was so frightened that he ran back to his mamma all out of breath. But his mamma was a wise old bear, who knew that Sonny had been punished for his carelessness, so she said nothing.

Soon a little girl got out of one of the cars. She was a pretty little girl, with long, black curls and big, brown eyes. She spied Sonny right away, and would have run up to him and put her arms around his neck, but the guide said no. He then told her that although bears mean to be very kind and

gentle, no one knows when a bear may hug some little girl or boy. And when a bear hugs, he squeezes so hard that it would be dangerous for us to get into his arms.

Sonny Bear came closer, and closer, while Mamma Bear stayed back in the woods and watched.

"What is he looking for?" asked the little girl.

"Candy, most likely," said the guide.

"Oh," said Betty, for that was her name, "then he shall have some."

So she ran to the car and got out her bag. In it were some—what do you think? Why, six nice, long, shiny, black licorice strings. She took them to the guide, who laughed when he saw them, for he knew what a time little Sonny would have eating them. You know how soft and stringy they get, don't you? Well, if you had seen little Sonny Bear eating them, you would have laughed until you couldn't stand up straight on your feet. Why, he took them between his paws, bit them, then shook them. He held on to

one end of a long one while he bit at the other. He licked them all over. Then the black stuff began to run all over his face, and he got so sticky all over that he didn't know just what to do.

How Betty laughed! But Sonny didn't laugh. He was wondering what to do with the licorice strings. They kept getting around his head everytime that he licked them, and the ends would tickle his ears, and stick to the long hair all over his chest. At last he thought of a plan. He took them in his little paws and rolled them all together into a ball. Then he stuffed them into his mouth and tried to chew them. But the ball was so hard that it stuck to his teeth, so that all that he could do was to push the ball over into one side of his mouth and wait for it to melt. How funny he looked! Betty told everybody that Sonny looked as though he had the toothache. And so he did.

After a time, the lump disappeared. Sonny had swallowed the licorice ball. Then he ran back to Mamma Bear, who licked him nice and clean.

Betty left them and went over to see the mamma eagle, who had a nest on the top of a big rock, just across the canyon. She watched Mrs. Eagle bring food to her two little ones. How eagerly they grasped it and put it into their ugly little mouths! They seemed to be hungry all of the time.

Soon Betty's mother called her and they got into the big car, said goodbye to Sonny, and drove away. In a little while all of the people had gone. Sonny was so lonesome that he did not know what to do. He sat down on his hind legs to think of something.



SONNY BEAR KEPT CLOSE TO HIS MAMMA

Illustration by M. Elsie Russell, file clerk, Transportation Department





Drawn by Harriet, 9 year old daughter of S. L. Post-eraro, accountant, Pittsburgh Terminal Station

Mamma Bear was over by the pit where the garbage man threw all the fruit skins and things to eat that the hotel people didn't want. So, Master Sonny thought that while she was not looking he would creep to the edge of the cliff where Mamma never allowed him to go. She wasn't there to say yes or no, so, he thought, it would not make a bit of difference.

Slowly he crept up, a little farther, just a little farther, and just a little farther, until he had reached almost to the tip end of a pointed rock which stuck out from the cliff. Oh, pshaw! He wasn't afraid. He would go, just one step more. He put his left paw before his right, and..... Crash! Boom!

Naughty little Sonny had fallen over the cliff!

Mother Bear heard the noise and came running as fast as her clumsy old legs would let her.

"Ba-a-r-r-r-r-rh!" yelled poor foolish little Sonny as his head struck a hard rock many feet below, and he went rolling down, down toward the swift river.

"Whee-ee-ee-ee-eeee!" screamed Mamma Eagle, as she flew from her nest and circled 'round and 'round, waiting for a chance to grab him, for she wished to take him home for her babies' dinner.

Mamma Bear was so frightened. She took the path to the left and went down as fast as she could, but as bears can go uphill so much faster than downhill, she did not get there until after Sonny had reached the bottom. No, he did not roll into the river, but something worse than that happened. Just as he struck the soft sand that kept him from rolling in headfirst, old Mamma Eagle swooped down and with her claws, seized poor little Sonny by the tail, and started pulling him after her up in the air. Mamma Bear came just in time to catch him before Mamma Eagle had gotten Sonny's feet off the ground, for he was so heavy. Mamma Eagle was frightened when she saw Sonny's mamma, but she kept hold of Sonny's tail and pulled so hard that she pulled it right off. Then she flew off to her nest in the crags, carrying Sonny's tail with

her, while Mamma Bear picked up poor little Sonny and carried him home and put him to bed in the soft pine needles.

It was a long, long time before Sonny came out again to look for candy from the travelers, and when he did, you may be sure that he kept close to Mamma Bear and did as she told him. One day they saw the old Mamma Eagle, over on their side of the cliff, looking for food. As soon as she

spied Sonny and his mamma she cried: "Whoo-oo-eeee-ee-e! I pulled Sonny Bear's tail off!"

"Shoo!" said Sonny, for he was a big bear now and wasn't afraid.

And Mamma Eagle "shoo-ed" back to her nest and she never came back again. But the funniest thing is that Sonny would never eat a licorice string after that day.

## Everybody Will Want to Read Uncle Oscar's Letter

*Dear Girls and Boys:*

By the time that some of you read this, the prize papers in the Safety Contest will have been decided on, and in December you shall know who the winners are.

Now for another surprise. I knew that you would like Mother Goose's letter from South Africa, so I hunted around for another nice person to write you a letter. And who do you suppose wrote to you this time?



Drawn by Harley H. Kight, Jr., Keyser, W. Va. Harley says, "Let's cut down this crooked old tree, clear to the bottom, and dig up the roots."

Why, none other than old Uncle Oscar, of the Kiddies' Page in the Union Pacific Magazine. I leave you now to read his letter to you. Don't forget to tell me how you like it.

Lovingly yours,

*Aunt Mary*

THE UNION PACIFIC MAGAZINE

Omaha, Nebraska  
August 21, 1922.

*Dear Baltimore and Ohio  
Girls and Boys:*

I never guessed there were so many nice towns to live in away back East until I read your contest letters, and each one I read made me wish to live in that town. Aunt Mary must have had a dreadful time deciding which were the best.

You will all have to keep your eyes wide open from now until the end of September to win that Safety Contest, too. It takes

sharp eyes to see the little things that cause accidents, and I wish you all a heap of success.

What do you think! Yesterday, when the caretaker at our big River View Park went to feed his animal friends, he found three new baby deer, the prettiest little things you ever saw, and maybe you think their Mamma Doe wasn't proud of them. Now all of the boys and girls want to go to see them.

Our Omaha boy scouts have been having great times down at Camp Gifford. They have been learning to build bridges without any nails, and to do all kinds of wood craft things. Where the big muddy Missouri goes swirling by the Forest Reserve, the scouts have been patrolling the banks, and wherever the rushing river tries to cut and wash away the land, the men and boys go to rip rapping, that is to strengthen the banks with logs, and brush, and sand bags.

You know, I get just heaps of letters and pictures from the boys and girls of the Union Pacific, just like the kind Aunt Mary gets from you. And these boys and girls who live in the West, in flat prairie towns surrounded by crops, in towns nestled among the Rockies, and in sea coast towns, all send bushels of love to the boys and girls who live in the East in the splendid Baltimore and Ohio towns that you have written about.

And here's my love too,

Uncle Oscar



This fashionable lady drawn by Anna Louise Hay, whose daddy works in the Baltimore and Ohio Building, Baltimore, is standing beside a flowery fence, drawn by Elizabeth Millore, of Pittsburgh



## My Bank

By Joe Feeney, 7 years old  
Granite, Maryland

ONE day my brother brought me a bank from the Seaboard Bank. The little bank was supposed to hold quarters, dimes, and pennies. Written on its side was: SAVE A DIME A DAY. When the year was up, if I deposited the money, I would have \$37.49.

I have been saving ever since, and now I have my bank filled and I am going to deposit the money and get a bank book. Then I am going to fill my bank again.

Note: That's just splendid, Joe! I wonder how many others of our little folks have done as well. Not many, I'll bet.

Aunt Mary.

## How to Play "Rabbit"

By Dorothy Cassidy, Marysville, Indiana

THE players all stand in a circle, except one in the center who is called the "Rabbit." One at a time each player tries to put his foot into the circle. The rabbit tries to tag him before he can jump out again. Some jump in and out of the circle, and all try in every way to make the rabbit active in the game. Any player whom the rabbit may touch becomes a prisoner and goes into the circle to help tag the others.

I would like to hear from some of our little folks.

## "I Say Stoop" and How to Play It

By James Sampsel, Washington, D. C.

MY favorite game is "I Say Stoop." This is played by all standing in a circle, with one in the center, who is "It."

The one in the center then says, "I say stoop," repeating this two or three times, fast. Finally, when the others are not expecting it, he says, "I say stand." When he says this, those whom he catches stooping are out of the game. It's great fun when there is a crowd. I'll be glad to hear of some real new games from some of the other fellows.

A teacher who believed in keeping her youngsters in touch with the march of events was beginning a lesson on the revolution in Russia.

"Now, who can tell me what the ruler of Russia used to be called?" she asked.

"The czar," bellowed the class.

"Right! And what was his wife called?"

"The czarina," two or three ventured.

"Good," said the teacher. "Now, I wonder if you know what the czar's children were called?"

There was a long pause, then one little voice piped up: "Czardines!"

—Mutual Magazine.

## We Should Be Proud of Baltimore

By William Kiefer  
Ten Year Old Son of Machinist  
Mt. Clare Shops

### THIRD PRIZE, CLASS C

IT gives me great pleasure to write to you about our great and beautiful city, Baltimore. Baltimore is situated on the Patapsco River, 13 miles from the Chesapeake Bay. It has many advantages, such as a good harbor, docks, and its nearness to the Atlantic Ocean. It has connection with the cotton plantations of the South, the grain and meat sections of the West, and the lumber, coal and iron of the North.

Baltimore is a monumental city. Its location is in the good living condition section of the country. Its supply rivers are the Susquehanna, for electric power; Gunpowder River, for water supply, and the Middle and Back Rivers for drainage.

Baltimore's commerce is in exports, principally of steel rails, ready made clothing, straw hats, tobacco, cotton duck, canned goods, vegetables, and canned

oysters. Baltimore is noted for its oysters—the most delicious in the world. Baltimore's imports are: farm products, poultry, live stock, grain, hay dairy products and flour.

The new Baltimore and Ohio Railroad Company's Building is an enormous building on Baltimore and Charles Streets. Our City Hall, too, is like a picturesque palace, with something like a great square or carnival ground in front. Baltimore also has a great post office and a new Court House.

Camden Station (Baltimore and Ohio) is on Howard and Camden Streets, Baltimore, Maryland. This station is the oldest railroad terminal in the world. On the Baltimore and Ohio was first started the first steam road in existence. This was also a storm center during the Civil War.

Baltimore has many beautiful suburbs, like Roland Park, Guilford, Walbrook, and many others. Druid Hill Park is also a beautiful place; it is a natural park. With all of these advantages, we should be proud of our great and good old city.

I wish you all, and the Baltimore and Ohio, and the city much success.

## Are You a Member of the Junior Red Cross?

HERE are four little people. Do you know what they are doing? Do you know what kind of tree it is that they have there? What is it that will make a tree grow straight and tall? I shall tell you.

These little folk have just planted a tree. This tree is called Good Will. It stands for

helpfulness to other people. The stake that will help the tree grow straight and tall, and that will keep the strong winds from bending it aside is called Service. Service means doing things to help other people. That is what the Junior Red Cross does. There are five millions of children in the United States who belong to the Junior

Red Cross. These children are sowing the seeds of service in their own hearts by helping others. These seeds will blossom into happiness and usefulness, and if the little trees of Good Will are cared for and staked properly, these little people will grow into good men and women.

Be sure to find out about the Junior Red Cross; your teacher will tell you about it if you do not already know.

### Well Prepared


In a recent contest on the subject, "How to Prevent Accidents," this letter was received:

DEAR EDITOR:—

I am 12 years old and would love to join your contest.

I trust in God, then I stop, look and listen.

Yours truly,  
Mary Brown.  
—Barrett Trail

 THE JUNIOR RED CROSS  
Fellowship Grows Through Service







## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Buildings

#### Law Department

Correspondent, GEORGE W. HAULENBECK

#### A Courageous Correspondent

John Newman is the MAGAZINE correspondent at Pier 22, North River, New York. I particularly enjoyed his effusion in the July number. I hope my friend, the editor, will not curtail his epistles for they are bright and newsy and worth reading. Turn to page 46 of that issue and you will find Mr. Newman's letter. He tells how he invited trouble by eulogizing and praising a young lady in his office, and then in another paragraph he extols the assistant to the Terminal timekeeper in a most entertaining way. I am sure she will not take offence.

Note: See page 15 of the September issue—Ed.

Four of the brightest and nicest girls in Baltimore are in the Law Department. I cannot enumerate them; I can only refer to them in the briefest possible manner, because the injunction, "Don't you put me in the MAGAZINE" is still ringing in my ears: so what is a fellow to do? While this admonition has the ring of sincerity, it is not a real command but only a friendly reproof. The girls do not mean it.

#### A Busy Summer

This has been the busiest summer I ever experienced in my 41 years in the Law Department. What with Labor injunctions and work incident thereto, the force has been more than fully occupied. The young ladies, however, have managed to enjoy respites in vacation jaunts, and have returned to duty well rested and ready for the Fall campaign. Miss Edith Henderson enjoyed her recess in the beautiful Mohawk Valley, New York, came back at the end of August and plunged into the accumulated work. Mr. Young, our chief clerk, enjoyed week end trips, too few in number. Mr. Frankton was content with one week, enjoying motor trips throughout lovely Maryland. Mr. Gosnell and his family battled with the breakers at Ocean City, Maryland. Next season he may possess a cottage there. You never can tell. John William Rich exhausted his full two weeks at his favorite resort, Wonderland.

I wish you could see the work turned out by our young gentlemen stenographers, Mr. Horsey, Mr. Franklin, Mr. Stuart, Mr. Duncan Boyd and Mr. Gosnell. I am afraid they will not sanction this studied

praise, because they, too, may be opposed to real downright publicity.

The critical observer might exclaim, "Why, Mr. Haulenbeck has omitted his own name," and so to allay all fears I will say that it was my innate modesty that caused its omission.

#### The Standard's Definition

Modesty, as defined by the Standard, is placing a moderate or low estimate on one's own capabilities or merits; not excessive or extreme; a modest request; modest joys; a modest income, and here in this latter definition is where I come in.

But seriously though . . . . .

"The wisest man could ask no more of Fate Than to be simple, modest, manly, true, Safe from the Many . . . . . honored by the Few;

To count as naught in World or Church or State;

But inwardly in secret to be great."

#### Office of the General Manager Eastern Lines

Correspondent, H. E. WEIFENBACH

I suppose you were all surprised to see from the picture we had in the August issue, what a fine looking bunch of people we have around this office. That picture was the cause of our receiving a great many telephone calls from pleasant prevaricators telling us how fine the picture was, etc.; in fact, more than we felt we really deserved. We knew the picture was bad, but to have it impressed upon us like that—well! Revenge is sweet. And do you think for one minute, we would ever have called Mr. Martin "Matter of fact Gil" or Mr. Herman "Al," at any rate in so public a place as the MAGAZINE? Well, I should say not, that is, unless the next day was pay day, and we had just inherited some money from an unexpected source. At any rate these were the titles which were given them in the MAGAZINE, by whom we do not know, although we might guess.

If our "Boss" doesn't soon come back, we will not know him, if we meet him in the corridor, and while we know Brother Riley enjoys these "tours" of the Baltimore and Ohio, we miss his Irish wit around here.

Mr. Herman is just back from his vacation, which he seems to have enjoyed very much, having spent it in fishing at Big Bass Lake, Michigan. We understand he is quite a fisherman, although we have seen no trophies, but what do you think he sprung on us this trip? We made a special request

before he left that he should bring back one of the big fishes that he caught so we could see it. But when he came back home, he said there was a law in Michigan which prevented him from taking fish out of the State. He must have been thinking of moonshine. We all knew prohibition was a National institution.

We hear a great deal about Radio these days. It is almost as bad as Hedding's French. And whom do you think is giving us all this dope? None other than our friend George Seeds. If you want to understand what he is talking, you should have an Encyclopedia with you, for the Radio language which he speaks includes such words as "static," "Potentiometer," "Aerials," "Audions," "Variometers," "Super-Regeneratives," and many others which I do not remember. I know what the "static" is, though, because I listened in on his radio outfit one night and I heard so much "static" that I couldn't hear the concert that was supposed to be going on. However, George told me that the next night the concert was all right, so I suppose the "statics" must have behaved better. G. S. says he talked with Mars yesterday and hopes to get Venus on the waves tomorrow.

Clarence's wife is away just now, and he is kept busy writing letters and checks.

Mrs. Craig is away on her vacation, which she is spending at Atlantic City.

Otherwise, there "ain't no news."

#### Freight Traffic Department

Correspondent, DOROTHY RUBENSTEIN

We once mentioned the fact that Cupid was asleep on the job in this Department. Evidently the little god overheard the remark, for he has gotten to work with a vengeance, and since that we have the following to report:

On June 17, G. M. Campbell, this office, was married to Miss Irene Ivers Smith, at Boston, Mass.

A pretty wedding took place June 22 at Gatch Memorial M. E. Church, when Miss Alma H. Erdman became the wife of Wm. E. Daughaday, General Freight Office.

On July 24, M. H. Llewellyn married Miss Anna Laura Ritchie, of Jerome, Idaho, at which point the wedding took place.

And last, but by no means least, comes the romantic marriage in Baltimore of Miss Winifred Holmes, stenographer in this office, to Mr. John J. Dean of Savannah, Ga., after a whirlwind courtship.

The lucky couple have the sincere and heartfelt good wishes of the entire Freight Traffic Department for long and happy wedded lives.

On August 23, the stork left a bouncing baby boy at the home of Mr. and Mrs. Walter W. Weller. Congratulations!

There have been several changes in the personnel of this office, because of marriage, promotions, resignations, etc. which have resulted in several new employes being added to our force, as follows:

Mr. Carl Lochboehler, secretary to assistant general freight agent. Miss M. R. Taylor and T. E. Kesterson, stenographers, F. D. Diehlman and James A. Kirk.

#### Office of General Freight Claim Agent

Correspondent, GEORGE DOBBIN

Hello fellers,—have you got your overcoats out of "heck?"

It would seem strange to any of us if we owned an arto and, seeking a chauffeur,



were confronted with a request from some enterprising young man whose only qualification would be that he had seen a large number of autos running! The same thing applies to ourselves.

Working in the midst of freight claim investigators and being busily occupied with perhaps minor, but, important co-relative duties, many of us do not think that we have the time for the study of more important work. After having industriously applied ourselves to almost everything but the learning of the "whys and wherefores" of the job ahead—we see it bullet-tined as vacant and then the applications begin to resemble a snow storm! Of course, there are many sad disappointments on the part of "seniority" folks. But the pay check is the barometer of the amount of surplus effort we are willing to expend for future advancement, and not of years of service.

However, there is always the tendency to follow the crowd, to listen to the fellow who remarks "what's the use," with the inevitable result. If we fit ourselves for better positions, the fact may not be discovered in a day, but—since a corporation department head must show results and can't do it without efficient help, there will come a time when study and the striving after promotion will be rewarded by increased responsibility and remuneration.

Since the vacancies that occur in our own department are filled by the promotion of employes in lesser positions, is it not about time, with the coming prospect of increased business, to fit ourselves for better things?

Efficiency is not a joke and what you are worth from the neck up, far exceeds your value from the neck down!

Our deepest sympathy is extended to the family of the late Mr. McShane, O. S. & D. Division, who died August 22 following an operation at St. Joseph's Hospital. We will miss his genial smile and cordial personality.

Congratulations to our friend "Cliff" Horn. He is now the proud and happy papa of a fine daughter. The thing that worries "Cliff" is whether or not she shall be permitted to "bob" her hair. A decisive conclusion has already been reached on the question of smoking violet "flavor" cigarettes!

"Pop" Neville is out to break all records, having recently added the seventh member to his growing family. Do you have to call the roll as yet, old timer, or can you keep track of 'em without that? First you raise and educate them—then they marry and you support them and their families. Go to it, old man!

"Bob" Townsend has the panacea for our present ills in the matter of saving money for the municipality. He says "don't vaccinate the police, they can't catch anything anyhow."

We have our eye on Friend Chaney of the O. S. & D. Division. He is now taking his vacation all dressed up in an Army O. D. shirt, a fifteen cent cigar, a shave and a motorcycle. What is the attraction on Howard Street between Pratt and Camden, old boy? Nothing like making a hit with the ladies!

Farewell to our friend Runkles of the O. S. & D. Division. He is seeking success in other fields and we wish him the best of luck.

"Skinny" Keene has decided on a novel way for reducing his surplus avoirdupois. The method is nothing less than the

practice for a given length of time on a trombone every day. We're with you, "Skinny," but we sure do feel our chin quiver in sympathy with your neighbors. There will doubtless be notes as is notes!

It's about time, we heard something of the doings of that "Champ" Bowling Team.

We stop at nothing, we don't! What with the talk of Baltimore and Ohio Country Club and all—Enzie Correll lays claim to glory by a recent eighteen holes in one hundred and ten on the golf links. Having dubbed along with considerably less success, many of us feel that we are seeing the development of a future artist of the driver, mashie and niblick. Congrats' old scout, that's a good score!

Seeing the close approach of the football season and no team in sight, Friend Carlyle comes to the front with something that will at least act as a reminder. He is the proud owner and possessor of a football mustache (eleven on each side).

"Brother" Beste has been making various trips to the Masonic Temple at Elkridge, which is a sure sign that he is traveling along the right road and in the right direction. Congratulations, old man, may you always follow the words of good counsel.

"Johnny" Kratz still wears that winsome expression which has been observed on his pleasant countenance since he returned from the State Convention of the American Legion at Ocean City. It is one thing to convene and stay dry, then again, it is another thing when one "convenes" so close to the "wet" ocean! We're only jealous because we weren't there, John.

The ladies are up against it again. First there was a rumor of "bobbed" locks being passe. Then came the reality of longer skirts and what, oh! what, is to become of all those clothes? Happy suggestion,—though you cannot stretch a skirt with a narrow hem, there is always a chance to stretch the waistline side-ways!

Do your Christmas shopping early and don't forget that a smile is always in season, costs nothing and is more appreciated than the fifth pair of bedroom slippers!

That noble bird, popularly known as His Royal Highness, the Stork, has been active around our diggins these past few



"Al" Redding and his family

months. "Al" Redding and his family are shown here in a true-to-life-pose. "Al" has our best wishes for the future of the "young 'un" and our sincere congratulations.

After a very considerable delay Miss Wingate finally reached Stuart, Va., spent her vacation (helped the boys to spend their time), and is back on the job. Hope you had a good time, "Del."

Misses Norris and Kramer are still recuperating from the effects of their trip to Yellowstone. We understand that the girls have gone into a very promising gold mine project, and no doubt, it won't be long now before they roll up to the building in their "Rolls-Rough" and dazzle us all. Some checker-board knickers, Miss Norris; we might say, "some more class."

#### Printing Department

Correspondents, H. R. FOGLE and HARRY TOFT

Our old friend Haigis, having learned the fine art of handling the elusive auto, decided to take a trip to the mountains, and try conclusions with the hills up around Pen Mar. But alas! Evidently "Slim" did not reckon with the steepness of the hills or he did not have the machine trained, for something happened. Then when "Slim" got out to get under and jack it up, his auto got scared at something or other, and at the last account "Slim" was chasing it down the Blue Ridge Mountains with a jack. "Slim" says he has a new and better trained auto now.

Since our last issue Mr. Ruse spent several days at Asbury Park, N. J., with his son. He also motored through that state and Coney Island, N. Y.

On Saturday before Labor Day the boys of the composing room received such a shock as to all but put the force out of commission for the morning, the cause being the non-appearance at their usual places of Braun, Reay and Lowe.

We like the determined spirit of Foreman Frey. He was so determined to get a coat of Atlantic City sunburn that it required two trips to the popular summer resort. His first trip it rained for three days he was there, but it took the Labor Day holiday to do the job. Our superintendent says he has his opinion of any one who will lie out in the back yard all day in order to get sunburnt. (Evidently he has had some experience along that line.)

The boys are wondering what is drawing Compositor Pursley out on Pennsylvania Avenue so much lately. It must be some great magnet of enormous drawing power to drag one so far away from home. We can hear the wedding bells ringing now. Ding dong!

W. B. Onimus and Harry Halt have been added to the force of "Key Ticklers" in our monotype department, while Samuel McGee takes up duties as compositor. Welcome to our midst!

The line of the sad sea waves and "one-piece" bathing suit proved too much for Compositor Myers; he heeded the call and spent a pleasant week end at Atlantic City.

On several occasions recently Compositor Johnston and Keyboard Operator Sherman were seen engaged in earnest and confidential conversation, but it is all out now. Sherman spent several days sight seeing in gay New York.

Not to be outdone by the others who were enjoying week-end vacations, Compositor Shackelford took a trip to Millplane, Conn.,



or was it to the moon? For up to this writing "Shack" has not returned to his case. "Oh where is our wandering boy?"

Have you noticed the increase in the population of our city? Composer Siegel's family, formerly of New York, and George B. Schuster, brother-in-law of Composer Fogel and family, formerly of Yonkers, N. Y., are now in our midst. Of course all transportation and handling was done by the "Best and Only."

The assistant correspondent is anxious to meet any of the men who might be interested in forming a bowling team. Let's get together and put the Printing Department on the map in this line of sport.

Our stenographer, Miss Ruth Jennings, spent her vacation down in the wilds of the Old Dominion State. Her smile and rosy cheeks tell us that she had a fine time.

C. J. Lehman appeared one day with "Lizzie," all dressed up spic and span and with new shoes, too. We all were wondering what was up. C. J. has returned—so has "Lizzie"—from the wild and muddy expanses of Virginia. "Lizzie" came back so completely disguised that the boys could not tell whether C. J. was driving an auto or a huge lump of mud. Indeed, it was so bad that our genial foreman, who is ever ready to help a friend in need, went to the Capitol City and acted as pilot home. "Liz" is now recuperating at the tailor's.

**Tariff Bureau**

**Correspondents**

F. W. RUPPERT and C. A. WAGNER

Ross B. Hager, secretary to chief of Tariff Bureau, and Miss Esther Mitchell were married on September 2. They spent their honeymoon in New York. Miss Mitchell formerly worked in the Traffic Department of the Western Maryland Railway. Well, Ross, you surely did surprise us this time. Luck be with you, Gumps!

We all earnestly hope that B. E. Miller, one of our fellow clerks, who has been sick and on a furlough for the past month, is greatly improving and that he will return to the office very soon.

As yet we have been unable to analyze the seriousness of ONE John and ONE Bill; there seem to be a lot of secrets about their case.

One of the accompanying photographs was taken in Washington, D. C. on a trip made by several girls in our office. There must have been an exciting time during that visit as we are unable to identify any of the boys, although Miss Marion Williamson can be seen on the left, and Miss Daisy Norton is directly in the center with Miss Clara Windroth to her right. Last but not least is Miss Ruth Piersol, who, by the way, is the chief figure in this particular party.

The rest of the pictures were taken at Mr. Snyder's shore at Marley Creek, at an outing held by the boys in our office on Sunday, September 30. Hot dogs and crab soup prevailed.

In the boat we find: Misses Lillian Dittmer, Elizabeth Bremker, Hazel Mewshaw, and Ethel Whitehead.

All by himself is Normand Orem, acting as cockswain; the happy-faced young man running up the path is "Schmitz" Snyder, with a bouquet for Miss Mewshaw. Note the new lines in bathing suits for this season.

The remaining pictures show views of the wonderful bathing beach at Mr. Snyder's summer home, and, incidently, photographs of Miss Lillian Dittmer with Desmond Daugherty, Marie Svec and Bertis (TONY) Tanner, and to the extreme right is the old boy himself (Lou Snyder), with Miss Hazel Mewshaw.

**Telegraph Department**

Correspondent, DELLA M. HAIN

The annual meeting of the Telegraph and Telephone Section of the American Railway Association, scheduled to be held at Colorado Springs, September 19-20-21, has been indefinitely postponed. Superintendent Telegraph Plumly is the chief representative of the Baltimore and Ohio; other representatives are E. W. Day, assistant super-



**SOME TARIFF BEAUTIES—THEY ALL WENT IN AND THE WATER WAS FINE**

Left to right, upper pictures: Lo, the poor oarsman with such a quartette astern! On the bow sits Cockswain Norman Orem; and quite important is this bouquet that is being carried along for Miss Mewshaw—and Schmitz Snyder's getting it to her by fast express. Lower left: A certain trip to Washington brought these results (see notes for particulars); lower right: Six of 'em and all in the swim



intendent telegraph, Baltimore, Md.; E. T. Ambach, assistant superintendent telegraph, Cincinnati, Ohio, and B. F. Thompson, telephone engineer, Baltimore, Md.

One of the employes of the immediate telegraph family recently exhibited a fine diamond ring on the proper finger of her left hand, which of course caused a considerable amount of comment and excitement. However, after wearing it there for a few days, she transferred it to a finger on her other hand. Margaret, how could you do it?

We are glad to mention that Thornton Norris, who recently underwent an operation at the Union Protestant Infirmary, is improving. Thornton's efficiency in his work, coupled with his sunny disposition and a desire to serve, has made many friends in the Department, all of whom wish him a speedy return to good health.

The service of the Telegraph Department has been up to standard during the recent abnormal conditions, which bespeaks efficiency for the organization. Mr. Plumly is the head of the telegraph organization. Enough said!

Railroad crossings have the warning "STOP! LOOK! LISTEN!" Railroad telegrams have the warning "SYMBOL! CODE! BREVITY!" Vice President Galloway has issued the notice that telegrams received in this office, in which no symbols are used, will be answered by mail. Bear this in mind, and use symbol; use code; be brief!

#### Transportation Department

Correspondent, LUKE K. BURNS

We don't know just whether to say this news belongs rightly to this department, or whether it belongs to Cincinnati. However, even though Cincinnati may claim the "better half" of the argument, we claim that Edward Francis Molz makes a pretty good hero for the story. It all happened like this, you know.

E. F. is one of our promising travelling car agents, or checkers. (Checkers is a better name, since they move about all over the System.) One day on a trip, way out in Cincinnati, he met with an attractive little lady in the person of Miss Amanda Mary Gaiser. Right away Eddie got to thinking about her. Her face would look at him

between the coal cars, and all that sort of thing. You know what I mean. The first we knew about the little lady was when we saw a picture of her in the MAGAZINE, for she then was secretary to G. D. Brooke, superintendent of Transportation, Western Lines. The rest of the story we kept to ourselves until we were nearly blown out of the window the other day when we got an invitation. Yes, it's true—a real wedding. It took place on September 12 in St. George Church, Cincinnati.

At this writing the two are on their happy honeymoon, but they will be at home after November 1 at 2003 East 30th Street, Baltimore. So you see, it's our story after all. Congratulations, Mr. and Mrs. Molz!

#### Valuation Department

Correspondent, J. A. RENEHAN

It is with regret that we announce the resignation of G. B. Saumenig, our former correspondent, to accept another position which we hope will prove profitable to him. Mr. Saumenig was well liked by every one and we will miss his smiling countenance and good humor.

J. V. Smythe, our popular athlete and one of our mainstays of the Duck Pin and Baseball Teams, who by his determination helped to uphold the morale of the teams which never gave up until the last ball was rolled and the last man out, has accepted a position with the Big Four at Cincinnati. Our best wishes go with you, Mr. Smythe.

On October 7 our esteemed pilot engineer, A. W. Taylor, formerly of Cincinnati but now of the Baltimore office, will take unto himself a wife, who will promise to love, honor, and obey, and will not interfere with his nights off. To quote his own words, "I have it down in black and white." We wonder ????

We were sorry to hear of the accident which befell Miss Ritter, who while running to catch a Brill, fell and scraped her arm and suffered other injuries not noticeable. Moral: More haste less speed. Baltimore is past the days of one-car car lines. Ray could hardly be waiting at the other end.

Silk skirts are what made "Lillian Russell." Wonder if silk—made "Vic" hustle?

There are wedding ties, neckties, shoe ties, crossties, switch ties and home ties,

but the kind of tie that Slocomb ties is the tie that Flannigan says does take the prize.

And speaking of wedding ties, we have established definitely that on September 18, 1922, John Frederick Rau will journey to Maine on his honeymoon and on his return will occupy his new cottage in Forest Park. Good luck!

Having mentioned two weddings which are to be consummated in the very near future, by no fault of the correspondent the fast approaching catastrophe into which Miss Schaefer is about to plunge almost became side tracked for the New Orleans Special (next article). She will be married before this goes to press.

All aboard for the New Orleans Special! Among those present will be Second "Loeey" S. T. W. Green, accompanied by Buck Privates C. R. Hannum and P. B. Milburn. During the early part of October this trio will attend the American Legion Convention at New Orleans.

Sein's how long skirts are coming into view, we wonder if Miss Waugh will be the first to introduce the fad in the Valuation office.

#### Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPURT

"Oh girls, they have the dandiest officers on the Merchants & Miners boats to Jacksonville, especially those second and third line boys."

The Misses Ray and Garner are authority for this bit of information. How do they know? Actual experience!

Several of the young ladies of this office went canoeing on the afternoon and night of September 2. Beautiful moonlight night, but the most popular spot on the entire Jones Creek seemed to be in the shadows of the bridge. While we can vouch for the ladies in the party, there must have been a bunch of real live escorts on hand. Just imagine a nice, good looking young lady finding it necessary to resort to the old gag about being cold, and the young man in real earnest, offers the use of a blanket. Yeh, some uy! Another one insists on letting canoe drift away, and from about a



STARS OF THE A. M. R. OFFICE ON VACATION

1—Agnes down the Gorge. 2—Mary at the Falls. 3—Sea Lion and Yellow Perch (see notes). 4—Helen at the Power House





**BEAUTIES OF THE A. P. R. OFFICE**

Left to right: Anna Civish and Virginia Benson; "Bob" Machin, masquerading as "Penrod;" Marvin Clarke

hundred yards, you can't see anything but boat. After scaring the other members of the party nearly stiff, two heads appear above gunwale. Still another bird is eating all the time. Yes sir; it's a great life.

On Friday night, September 15, the office bowling league got under way for the season 1922-1923. The Y. M. C. A. alleys have been secured for the coming year, and with four teams in the field, all of which have been grouped as equally as is possible, with all the boys ready and eager to step in and take a cut at the sticks, a hard campaign is in view. This is the third season for our league and interest is just as keen at this time as at any period since we started. Here's hoping for a most successful season.

**Auditor Disbursements Office**

Correspondent, JOHN SVEC

Surprises seem to be plenty here of late, but the biggest one we have had was when Miss Margaret Butler announced that she was leaving to be married. "Maggie," as she was called, never breathed a word about her engagement until she was leaving us on September 2.

The wedding took place on September 11, at St. Mary's Star of the Sea Church. Mr. and Mrs. H. P. Beaudette, after taking a trip to Elkhart, Ind., Mr. Beaudette's former home town, will reside on Calhoun Street, Baltimore, Md.

The entire office joins in extending their congratulations.

Miss Elizabeth Bevan and Miss Marie Brown have returned to work, after having been absent for several months.

**Auditor Merchandise Receipts**

Correspondent, P. H. STARKLAUF

Those inclined to be aquatic are seen here as in competition: Max Linder, alias "Sea Lion," and N. E. Burman, alias "Yellow Perch," deciding that each had the better of it on Saturday, July 29. They ran off from the Thompson Sea Girt House. Yellow Perch swam five miles in three hours

twenty-five minutes, while Sea Lion swam three miles in three hours fifteen minutes. This decides the championship of the Percentage Bureau.

The Tickletoe Twins are at it again this season picking up trophies in the canoe races.

Weddings: Charles L. Pailer, Interline Settlement, to Miss Lillian K. Altwater, March 29, at Westminster by the Rev. Seabrooke, Joseph O. Hannibal, Interline Settlement, to Miss Rena Strathmeyer, June 14, by the Rev. Dr. Eager at Fuller Memorial Church. Charles Hodges Benson, Interline Settlement, to Miss Marie S. Medinger, Interline Settlement Bureau, at Washington, D. C., July 29, by the Rev. George Wesley Moore, pastor Mt. Vernon M. E. Church South. Miss Johanna Camper, Interline Settlement Bureau, to Ernest Lowe, May 18, at York, Pa. Best wishes!

Here we also have some of our girls rusticating around the cataract of Niagara—Agnes, Helen and Mary.

We, too, envy some of our constituents who have done the trip across the continent: Chief Clerk R. E. Mitchell, M. M. Gardner and Miss M. M. Fleming.

Quite a sweet little note was received from Eddie Cronin by I. M. Hudgins, expressing his appreciation of what the organization is doing for him and his return to good health. Atta' Boy Eddie! Glad to learn you're beatin' it back splendidly. Then, too, you are getting to be some rooster. Keep it up and you may be a controlling factor in the Frederick County League.

Certain inquiries about the care free life on the farm and its many rewards and responsibilities. They say he comes from down around Solomon's Island where Maryland started to grow.

They say that one of our mature "Roses" is about to jump off the bridge. No girls, nothing short of a cyclone would surprise us here.

The boys of the Revision Department had a crab feast some Saturdays ago. It was a gala affair. Ask the Committee, they know.

**Auditor Passenger Receipts**

Correspondent, E. B. HOPPMAN

Don't fail to note the pictures of some of the handsome and promising young folks of our office. Yes, for the benefit of the boys who will be anxious and inquisitive about the picture of the ladies, Miss Benson and Miss Civish, I will say they are still single. We also want the girls to notice Marvin Clarke. We are withholding his address to avoid the rush.

Our young musical director, Nelson Whitcomb, and his orchestra entertained the Baltimore and Ohio veterans at their last meeting. Willie Thomas beat the drums to beat the band.

That our studious young gent, Robert Machin, does not waste one moment is shown by the fact that he spent his vacation taking a course at The Summer School of Religious Education, at the University of Syracuse. Among many other privileges Robert had there he boasts of sleeping with Chief White Face, a full blooded Indian who was also a student. Robert speaks very nicely of the campfire girls of Syracuse; I'll bet he was very popular with them; he surely is a heavy man with the ladies. Among other things he speaks of in regard to this trip is the dining car service on the Baltimore and Ohio, which he recommends highly and he ought to know for he is some eater. The picture of Robert which we present here shows him as he appeared when imitating Penrod on stunt night at the University.

To the boys of the office who like to crab, I would suggest that you see Joseph McGrain. From the size and number of crabs that he says he caught on his last crabbing expedition in the waters of the Patapscio River, he must be an expert at the game.

Leo Dunphy has been elected captain of our office bowling team again this season. We wish you and the boys success, Leo. Under the captaincy of such a leader they will make a great showing.



Myron Knouss left the service on August 29, to join his father in business near Gettysburg, Pa. Mr. Knouss was an excellent clerk and earnest worker, and we are sure he will be a great help to papa.

Our office bell-hop, Baldwin Krumholtz, certainly shows that he means well; he is now taking a well known medicine which is supposed to produce energy.

Well, the vacation season is about over and we are all back at our posts, pushing ahead just as earnestly as ever. In taking their vacations our clerks have taken the advantage of practically every facility for rest and enjoyment. They have visited seashores, mountains, farms, gone to sea and traveled north, east, south and west.

Atlantic City proved a favorite among our vacationists, and among some of our folks seen there were: Misses Anna T. Civish, Virginia Benson, Marion Gray, Helen Downey, Theresa Cook, Augusta E. Fenton, Mr. and Mrs. Harry E. Schmidt, Messrs. Arthur Tucker, James B. Zimmerman, Frank Lyons, W. T. Jenkins, and Zachariah T. Mewshaw.

We hear that the lively youngsters' Mewshaw and Jenkins, made a brilliant showing at Atlantic City. They were ardent admirers of seashore scenery; I am told that Mr. Jenkins even missed some of his meals rather than leave the beach. Mr. Mewshaw could not be induced to go in the ocean; when asked why, he stated that he bathed before he left home and it wasn't necessary.

Willie Thomas spent his vacation motoring to St. Michaels, and I am sure he was not a bit lonesome. Who is the young lady that seemed to enjoy Willie's company and machine so much?

We wish to announce that our chief clerk, G. William Jentner, who met with an accident on August 4, an account of which appeared in September issue, is getting along nicely and we are looking forward to his early return.

On Friday, August 25, our office Baseball Club journeyed to Grafton, W. Va., to play a picked Baltimore and Ohio Club of that city. Our boys made an excellent showing up to the 8th inning, when they broke under the strain of traveling and extensive training, losing the game to the Grafton boys. Manager Jenkins says he intends to return

next season and take the laurels from them. This trip was one that was well planned and will long be remembered. We were met at the station in Grafton by the manager of the baseball club, Mr. E. Pepper, and taken to the hotel where breakfast was awaiting us. From the time we arrived until we left on Saturday night, we were treated royally, and the boys are looking forward to another trip to Grafton next season.

## New York Lines Pier 22, N. R., New York

Correspondent, JOHN NEWMAN

TO THE MEMORY OF JOHN T. GORMAN, freight agent at Pier 21, E. R., veteran employe, gentleman, good natured, tolerant, obliging while alive, remembered when dead. Born in 1870, Mr. Gorman entered our service in August, 1899 and was made agent the same year. On the morning of August 21, last, while preparing to leave his home for his office, he was suddenly summoned to join the grand army of the faithful. His death from heart failure was entirely unexpected and a shock to all who knew him. Vale!—Mr. Gorman leaves a widow and a young son to mourn him. We sympathize.

" . . . Ay, for a little space  
We miss and mourn them, fallen from  
their place,  
But . . . having wept, press on again."

*H. C. Bunner*

Some of our vacationists this summer have visited Niagara Falls, ostensibly declaiming "See America First," but saying nothing about their purpose to see Canada next, on the same trip. Others, however, have openly declared their destination to be "Across the St. Lawrence." (Ubi mel ibi apes—Where the honey is there swarm the bees.) Frank Archibald visited Quebec, had his picture taken, wearing a monocle; the limp attitude and the necessity of the support of a column bears out his statement that the picture was "shot" in Canada. "Chuck" Connors has just returned from a sojourn in Montreal. The story he tells of a certain "German restaurant opposite the Notre Dame" of sauerkraut and pigs-nuckle and "etwas dazu" in "Seidels" (where did we hear that word before). Siedels, a foot tall, "und so weiter," makes

our eyes and mouth water—with emotion and desire—"A Seidel—a Seidel"—how easy to pronounce, just like a "Million—a million," and just as hard to procure this side of the St. Lawrence.

Terminal Agent Biggs has gone off on his vacation. Destination: Quebec. (This is a separate paragraph, Mr. Editor; please don't connect it with the foregoing.) The Canadian climate is fine in summer. In winter there is an equally fine climate in Havana or the Bermudas.

Promotions: Terminal Claim Agent C. E. Floom has been promoted to the Agency at Pier 21, East River, vice J. T. Gorman, whose untimely death we have announced; Chief Clerk A. H. Bayer, Pier 22, North River, was made terminal claim agent; Head Clerk Robert Riddell, in charge of the Eastbound Department, was promoted to chief clerk, vice Mr. Bayer. These promotions were by appointment. The vacancy left by Mr. Riddell was "bulletined" and allotted to the senior applicant, who, by chance, happened to be the right man for the place, "Al" Fox, who has had charge of the Eastbound "downstairs." His job and the succession of others in sequence were then posted as vacant and in turn filled by those having the necessary and lately much discussed "seniority."

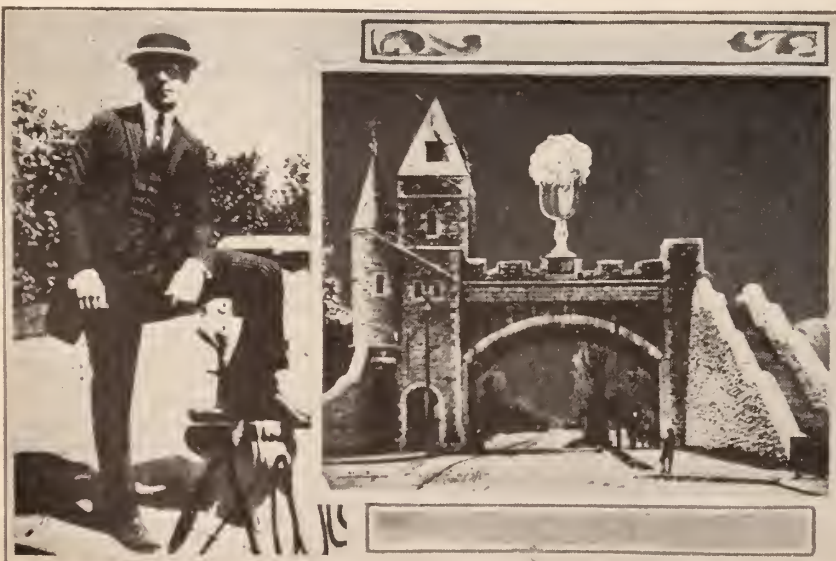
The correspon lent has just received the picture postal card shown here, with the following "poem" on the other side:

Wonderful view—excellent brew—  
Nothing to do but get on a "stew"  
I wish that you  
Were here, too,  
Then we two  
Would both have a stew.  
A month of that  
Would make us fat,  
But make our "bk bks" thin and flat;  
For the prices they charge  
For stews, (not large)  
Have nothing to do  
With the cost of the brew.

The card is signed "Lou." Handwriting very irregular (reason obvious). We disclaim acquaintance with him. We don't stew.

Our "Chief of the Miscellaneous Bureau" (payroll title) is a follower of the apostles and Ikey Walton, being a fisherman whenever the duties of the bureau permit. And the definition "a worm at one end, a foot at the other" does NOT apply to him, for our Mr. Reilly, of whom we think most highly as a prevari—, (meaning joker) avers that J. J. D. never returns from his piscatorial pursuits without fish. If he catches none with the worm he tries with silver and brings home the bacon from the fish-market. Sometimes the fish has looked so suspicious that his mother has surreptitiously smelled at it before cooking. This is all according to C. H. R., our Mr. Reilly. Anything that C. H. R. says must be taken with salt, like John's fish, but if the story is true, it disposes of the above quoted definition as being not applicable to this fisherman.

In this connection (the connection will be seen later) we want to mention that at the time of this writing there is, and has been for a week, due to some sewer trouble, a great lake, with bays and peninsulas, extending for three blocks up and down, covering the "farm" in front of Pier 22 and neighboring piers. It is necessary to detour this body of water to get to the office, (which may be taken advantage of as an excuse for arriving late, as a variation from the regular excuses). While the city fathers are debating whether to bridge it over, tunnel under it, or install ferry service, the liquid is gradually accumulating a con-



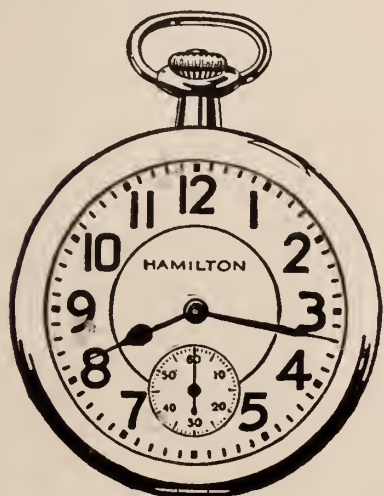
Happy is the man who has a history in Quebec! See note above



# Hamilton Watch

"The Railroad Timekeeper of America"

## You Don't Doubt Your Time When Your Watch is a HAMILTON



IT'S dangerous to be in doubt about your time. A Railroad Man must be sure of his time, his signals, his train, and his schedule. The HAMILTON WATCH eliminates doubt about your time. Its fame as an accurate timekeeper is well established among railroad men throughout America, due to its accuracy, sturdiness, and dependability.

Conductor N. J. Lorang, here shown ready to board his train, the "Peoria Flyer" on the Rock Island, has been a conductor for over seventeen years and has owned his HAMILTON for over twenty-two years. In all that time his HAMILTON has rendered True Time service.

If you want accurate time, with doubt eliminated, ask your jeweler to show you the twenty-one jewel "Railroad Timekeeper of America,"

**The HAMILTON No. 992**  
**Now Priced at \$48.50**  
(Movement Only)

When you invest in a "992" you can rest assured that you will have true time—for this is the watch that times many of the fastest trains and is the proven choice of most Railroad Men.

HAMILTON WATCH COMPANY  
Lancaster, Penna., U. S. A.



Send for "The Timekeeper," a Book that describes and illustrates the various Hamiltons and gives much valuable watch information.



sistency and color resembling that of mock turtle soup and assuming the odor of a Kaffir camp. We feel that there are no fish in this lake, but it will answer admirably for fishing. (Fish-market only four blocks away.)

"Fra" Speckman has had his hair bobbed. As a haircut it is a mistake, but as an exhibition it is a success.

The following ad appeared in the N. Y. papers June 30th:

BOY—Red-headed, about 16 years of age, well recommended. Automobile Merchants' Association, 1845 Broadway, 3d floor.

Red-headed and 16! What other recommendations do they want? We would rather be red-headed and 16 than John D. Rockefeller or the czar of Russia, or what we are.

Miss May Caffrey, "Our Mary" that was, has left us. She was promoted into another department and we see her no more. No more will she assist us in preparing the payrolls; no more will we hear that soft nasal humming that enchanted us during our busy hours. She is gone. Of course, we are glad that she was promoted, and we wish her more promotions, though we grieve.....(We are told that she has lost her voice or become hoarse or something because of having had to repeat the word "No" so often since her picture and the write-up that we gave her appeared in the July issue. Moral:—Advertise.)

The other day we made a payment to a "furriner" by the name of Stanislaw Lodowiskey. We dont know what the Stanislaw stands for but we could sense the load-of-whiskey. And still they ask us: "What's in a name?"

No news of further engagements. Please get engaged and bring the secret to the correspondent; we will pass it along to the MAGAZINE readers. We are romantic and love to announce engagements, bridals and births. Do something. Hand us some photos of your little ones to be immortalized in the pages of the MAGAZINE. See how the other divisions brighten the pages



I feels dog-gone Happy

The cartoonist, of Pier 22, N. R., talks as if he had recently been to the original Frankfurt am Main

of the Among Ourselves section with pictures of their babies and youngsters. Go thou and do likewise; strive to equal or excel them, or they may think that you are all living on "Fifth Avenoo" and have nothing to report.

We have seen sunbursts and sunburns but never aught quite so brilliant as the *couleur de rose* on Miss Gleason's *petit nez* after one day's outing on the water. No Norwegian sunrise or California sunset ever was quite so red. Miss G. assures us that it was the sun, but adds, "never again."

A postal card recently received by one of the boys at Pier 22 from one who was enjoying his vacation in rural surroundings (at least we presume that he was enjoying it), contained, in addition to the usual "having a fine time," a post scriptum reading "Pass this around".....

"A penny saved is as good as a penny earned," is a proverb commendable to such thriftless spenders as send these cards to all their friends; yet as someone said, "economy can be carried too far in eating watermelon." We would say "not only in eating watermelon."

Larry Improte's motto:—"If at once, twice or thrice you don't succeed, try, try again." It is a good motto, Larry.

## Staten Island Lines

Correspondent, G. J. GOOLIC

An unusually attractive wedding was that of Miss Anna Mundy Bones, daughter of Mr. and Mrs. Louis Simmons Bones of No. 11 Slosson terrace, New Brighton, to Jacob Lewis Suesserott, division engineer, Staten Island Rapid Transit Railway. The ceremony took place at St. John's Church, Clifton, on Saturday afternoon at 4 o'clock. The Rev. William H. Pott officiated.

Because of alterations being made in the church, the service was held on the lawn. A white altar decorated with large bunches of goldenrod, surmounted by a gold cross, stood before a group of large green trees and oak branches. An aisle was formed from the vestry door by means of garlands of goldenrod.

As the bride came forward on the arm of her father the chimes of St. John's broke forth, accompanied by the organ, violin and a soloist, Carl Ash, singing "O Promise Me." The bridesmaids walked down the flowered pathway to meet her.

The bride's gown was of white lace with pearl garnature, with a train of chiffon outlined in pearls, and a circlet of orange blossoms held her tulle veil in place; she carried a shower bouquet of white asters and lilies of the valley.

Her two sisters, the Misses Priscilla Conard Bones and Marie Clawson Bones, wore gowns of painted yellow chiffon, brown velvet sashes, brown slippers and stockings and large brown velvet hats with shaded yellow and brown plumes, and carried armfuls of orchids and white asters tied with myrtle vines.

They were preceded down the aisle by little Miss Ellen Hubbard Bones, younger sister of the bride, as flower girl, and Master Jack Baylis, son of Captain and Mrs. John S. Baylis, as page. Both were attired in dainty white China silk and carried between them a large basket of yellow flowers.

A reception followed in the parish house for the relatives and intimate friends of the bridegroom. Refreshments were served by Fantozzi.

After a short wedding trip Mr. and Mrs. Suesserott will reside in their new home at No. 462 Tysen Street.

"Hot Dog." The latest style on the S. I. R. T. is to feed your dog with \$20 bills.

George Styles, supervisor of crossing watchmen, while eating supper, took his handkerchief from his pocket and in doing so, dropped something. A few minutes later, "Geo." heard his dog chewing on some paper, and on investigating, found a twenty dollar bill all torn to pieces. It had dropped out of his pocket. After the pieces had been pasted together and presented at the bank, George received a new one in its place. Tough luck, George!

No cartoon this month. Cartoonist P. Santoro was away on his vacation of two weeks and had no time to make cartoons. "Patty," as he is known, spent his vacation at Susquehanna, N. Y. He has promised to double up on the next issue. Keep your promise, "Patty."

We would like to know whose "Studebaker" runs up and down Richmond Avenue, Port Richmond, on Saturday nights. Probably L. C. in the Division Accountant's office can explain.

L. C. If you want a good car buy a "Stude."

H. M. Studebakers are alright for carrying ice. Elgin 6, that's my speed.

A. O. Cut out talking about oil cans and buy a real car, a "Hup" for instance.

We are pleased to announce the marriage of William Murray, C. T. time clerk, to Miss May Heron of 125th Street, New York, at 8.00 a. m. on Saturday, August 19. Mr. Murray was presented with fifty (\$50.00) dollars in gold from the Division Accountant's Office. The honeymoon was spent at Niagara Falls, after which they will make their home at St. George, Staten Island. We all wish them both a happy future.

The season for crabbing in and about New York Harbor has been very good this year. Henry Goolic, clerk, track supervisor's office, has sought a new way of getting them. Instead of scaffolding them with a scaffold he dives after them, clothes and all on. How about it "Henny," was it an accident?

Portland, Maine must be some town when "Joe" Bloom and "Bob" Wilson, clerks in the Tompkinsville freight station, pick it out to spend their hard earned vacation in! Judging from the cards received they hung their hats in quite a few places—like a freight car—never in one place.

## Eastern Lines

### Baltimore Division

Correspondent, W. H. TARR

We quote the following from a Seattle, Washington, paper concerning the demise of Mr. Edward L. Dudley, formerly a Baltimore and Ohio employe:

"Edward L. Dudley, formerly of Grafton, West Virginia, died at the home of his sisters, Daisy and Della Dudley, 4546 Northeast, on the morning of the Fourth of July, 1922. He was a graduate of the State University of West Virginia, with the degree of B. S. and M. E.

"Mr. Dudley had been in the employ of the Baltimore and Ohio Railroad for several years. Later on he decided to come to the Pacific Coast and he was in the employ of the Union Pacific System for ten years, the last six of which were spent at Pocatello, Idaho, in the machine shop, where he had a number of men under his supervision.



"Mr. Dudley was a member of the M. E. Church of Grafton, West Virginia. Last summer he had a very long siege of severe illness and came to Seattle with his family to spend the summer with his sisters. He fully recovered and returned to his home at Pocatello, feeling that he was practically a new man physically. He had a very successful and seemingly good winter at his home; but on approach of warm weather he was taken ill and it was decided to come again to Seattle. Upon his arrival he was immediately put to bed, thinking that a little rest would do him good and he would fully recover; but he seemed to grow worse and worse until the end came.

"He was comparatively a young man of considerable ability and intelligence. He was very domestic in his affairs and always enjoyed being with his family, consisting of his wife and two children."

Mr. Dudley served his apprenticeship in the shops at Grafton, W. Va., and at Mt. Clare, after which he went to the Test Bureau. Your correspondent happened to be a room-mate with Mr. Dudley while in Baltimore; and while Mr. Dudley was stationed at Pocatello, Idaho, he furnished the correspondent with copies of The Union Pacific Magazine issued by the Union Pacific Railroad and of the same standing as our Baltimore and Ohio MAGAZINE.

After 40 years of faithful service, Conductor W. E. Late, oldest conductor in the service of the east end of the Division, was placed on the Pensioners' Roll of Honor.

A. S. Poe, resident inspector, Pittsburgh' paid us a call while on a recent trip East. We are always glad to see our former acquaintances and especially so as Mr. Poe was a member of the organization composing the Cement Laboratory Force at Wheeling, W. Va., which later was moved to Baltimore. Others of this organization which were brought to Baltimore are: W. M. Stedman, now chief chemist, Test Department, Mt. Clare; A. B. Criswell, resident inspector, Cincinnati, Ohio; and C. M. Arnold, cement tester, now with the Test Department, Mt. Clare.

It seems that Dan Cupid is having a run in the Division Accountant's Office, Camden Station. R. H. Williams, Jr., of that office was married on August 10 to Miss Katherine Elizabeth Ehmling. His friends in the office extend congratulations.

Another member of that force, Miss Ida Rice, was married on September 4, to Mr. John Rider. We are told that Mr. Rider is a manufacturer of candy; but we do not know whether the amiable disposition of Miss Rice can be attributed to that or not. However, our best wishes are extended for her future happiness.

Your scribe paid a visit to Timonium Fair, Baltimore County, on Labor Day, September 5. The fair this year seems to have surpassed all other years. It was noted, however, that the service furnished by the Railroad to this point did not compare with service furnished by the Baltimore and Ohio during the Races at Laurel in October of each year.

Miss Elizabeth Carr, a member of our office force, was observed at the fair. She and her friend seemed to be greatly interested in the pigs, of which there were a large number on exhibit.

Miss Laura Hackett, clerk, M. of W. Department, when delivering a pass to an Italian, received a kiss on her hand. Her associates in the office wonder what would happen if she had given him a pay check.

W. B. Weise has received personal appointment position of clerk to passenger trainmaster.

Signal Supervisor B. H. Prinn has been suffering from a boil on his finger; notwithstanding this disability he has been keeping right after the interlocking work on the division.

As between Assistant Division Engineer Lynch and Military Observer Lieut. L. Pope, we are told the balance of the Division Engineer's Staff spend their evenings reading newspapers and magazines. (We do not know the joke.)

Ben Bell, our former office boy, has become a fullfledged stenographer and is now pounding the keys for Correspondent Clerk E. L. Mallery.

We regret to chronicle in these columns the death of Carpenter Foreman Thomas H. Holton, who dropped dead on August 21 while on a street car in Baltimore. Mr. Holton was born on June 1, 1861. He had been in the Company's service since June 1, 1882 as carpenter and foreman in the Maintenance of Way Department. His principal work was in looking after repairs to bridges and trestles.

Brakeman W. H. Stone, who resides at Gaithersburg, Md., and runs on the Metropolitan Branch, is again in the market with his dahlias, this being the season of the year for them. His dahlias are as beautiful as ever.

We trust e'er this appears in these columns that our old time activity will be with us; and with this in view, our furloughed firemen and brakemen have been checked, anticipating early recall of all furloughed men.

**East Side, Philadelphia**

Correspondent, CHARLES H. MINNICH

The accompanying photo is of "Si" Young, newly appointed janitor of the "Pullman Boarding House Cars" at East Side, Phila. "Si" is a remarkably versatile musician. In fact, he can play 21 instruments and is taking lessons on nine more. He entertains the men in their off hours in the Pullman Palace Cars parked here. It's a good thing Keith's Vaudeville Booking Agency doesn't know that "Si" Young is janitor here or they would want to take him away from us, gold teeth and all.

Joseph Hobson, Veteran tool room attendant in the Car Yard, died on Thursday, August 24, after a long illness. He had been in the Baltimore and Ohio service for at least 35 years, and was soon due to be pensioned.

All the girls in South Philadelphia have flocked to Wildwood, N. J., this week to meet Mr. "Jack" Ehrig, the Sport of Eastside. "Jack" has on all his Sunday-go-to-meeting togs and expects to make a big hit with the "chickens" and they are just wild about him.

Whenever they need a GOOD man at other points, they always pick out our beloved General Foreman C. B. Smith of East Side. My, how we miss "Smitty" with his cheerful countenance and witty remarks and his eternal chew of tobacco!

Among the new property owners at Wildwood-by-the-Sea is J. P. Dimond, roundhouse foreman, East Side. Our prosperous friend was welcomed as the newest owner of a cottage there. John has been working about 48 hours everyday and we are very glad that he will have a nice place.



Less than half pre-war prices. Latest Model 9 Shot Automatic. Shoots standard cartridges. Convenient to carry—lies flat in the pocket—perfect, safety device. World's Famous Luger 30 cal. \$21.95 — Hand Ejector Revolver, swing out cylinder 32 cal. \$16.95. 38 cal. \$17.95. All our guns brand new latest models—guaranteed genuine imported.

**SEND NO MONEY**

PAY POSTMAN ON DELIVERY. Satisfaction Guaranteed or money promptly refunded. 8.45 25 Cal. BLUE STEEL ARMY AUTOMATIC—32 Cal. \$10.45 Officers automatic, 32 cal. \$10.50 MILITARY TRENCH AUTOMATIC—32 Cal. 10 shot, extra magazine FREE, just like you used "over there" \$11.65. Imported TOP BREAK revolver 32 cal. \$7.45 38 cal. \$8.45.

UNIVERSAL SALES CO.

141 Broadway DESK 0137 New York City

**Washington, D. C. Freight Station**

Correspondent, W. L. WHITING

Some time ago Assistant Coal Clerk Paul K. Lee was very anxiously inquiring as to whether a certain pass for which he had applied had been received. His anxiety in the matter has since been explained. Paul was looking forward to a short vacation. When the time arrived he journeyed to the city of Buffalo, N. Y. and there took unto himself a bride! The news did not reach us until after he had left Washington, and we could not congratulate him in advance. However we now extend our hearty good wishes to the "newly-weds" for a long life of health and happiness. Mrs. Lee was formerly Mrs. Robbins, and is the mother of a charming young daughter. Mr. Lee has also had experience in the matrimonial line. They spent an enjoyable honeymoon at Buffalo and Niagara Falls.

A number of other members of our force have also enjoyed short vacations. Demurrage Clerk J. H. Huhn spent his rest period on his small farm at College, Md., doing the necessary work on the estate to insure a good crop for the winter's needs. O. S. & D. Clerk J. B. Everson visited Sandy Springs, Md., and came back with a tan on his face that showed that all his time was not spent indoors. Tallyman E. J. Quinn made an extended trip through the New England States, visiting New York City, Boston, Portland and Bangor, Maine.



"Si" Young, East Side, Pa.





Washington, D. C. Freight Station Employees

Eddie came back looking better. The pine boughs of Maine still furnish the fragrant, sleep inspiring couches that they have so long been famous for. Buffalo and Niagara Falls seem to be the most attractive spots this summer. Miss Mary McDonnell, cashier's stenographer, spent a pleasant week at those delightful places, enjoying most of all the swimming around Buffalo in Lake Erie.

Our sick list does not diminish very rapidly. Miss Gerhardt was very ill for about two weeks, but has returned to duty, and hopes to continue on the job for a long time.

Miss Gladys Beall is very ill at her home in Laurel, Md., but last reports indicate that she may be with us again before very long. We shall all be glad to see her return.

Rate Clerk C. A. Ridgely, and Delivery Clerk M. M. Phelps, suffering from eye trouble and a broken leg, respectively, are, according to last reports, progressing as favorably as can be expected. We are hoping that both will be in a condition to return to active service before long.

In the meantime business is certainly keeping up here; both in and outboard showing signs of the usual Fall trade.

We've been took! A man came around one day with a camera, pointed at this office, and demanded our pictures or our money, and before he got away he had obtained both.

The accompanying photograph shows the result of his endeavors. At last reports the camera had survived the ordeal; that was probably because some of our Force did not get into the picture. Anyway it is a good looking bunch, and we are proud to be able to introduce our readers to some with whom they have often spoken over the telephone, and whose names are perhaps familiar, but whom they have never seen in the flesh.

The lower row from left to right shows Vincent Clark, agent's stenographer; "Teddy" Selke, index clerk; Charlie Warfield, a veteran in the business of assistant cashier; "Jack" Mullikin, collection clerk; Ralph Montgomery, utility man; Mollie McDonnell, cashier's stenographer; Winnie Tyler, O. S. & D. clerk; M. T. Hill, assistant freight agent; Gladys Beall, waybill and abstract clerk; Katie Gerhardt, freight bill clerk; Irving Catterton, cash clerk; and J. T. Mathews, general foreman, another of our veterans who keeps things going on the platform. Wedged in between Winnie Tyler and Gladys Beall, and just back of the assistant agent, the faces of J. C. Reed, receiving clerk and "Bill" Coates, yard delivery clerk, are seen.

In the next row the familiar faces of H. G. Howard, correction clerk, and "Pete" Smith, revising clerk, appear, and also that of our good friend, J. P. Stephenson, "Stevie," who takes care of the interest of the Merchants' Transfer Company at this station.

The upper row consists of "Gene" Scaggs, the man who is going to see that the good folks of Washington, D. C. do not run short of coal this coming winter. (If there is one thing that "Gene" does understand it is the handling of the coal cars.) Next in line is E. W. Kidwiler, waybill clerk; and down lower in the line is J. H. Huhn, demurrage clerk, who adds to the revenue by making our patrons come up with the dough when they do not unload promptly. In the corner comes "Johnnie" Everson, O. S. & D. clerk, who keeps the public in good humor through his ability in making up "overs" and "shorts."

### Mount Clare Shops

Correspondent, MOLLIE S. ALBRECHT

#### Superintendent's Office

We don't know whether the constant buzzer ringing for our messengers reminds them of the fact that they *might* make good electricians or not, but we have had four messengers to "graduate" into electrician apprentices. The last one added to the list was Arthur Englehart. We surely hated to see Arthur go, but he makes his appearance at the window every few days, and we can still see his cheery smile through all the dirt and grime. He is now learning to repair the same blamed old buzzer that used to make him run his legs thin.

I have been receiving complaints again about not giving the shops enough "write-up" in my portion of the MAGAZINE. All I can say is that you get in back of your correspondent, (as there is one in every shop), and either use some T. N. T., or get your tongue to wagging on him for a bit, and maybe he'll loosen up, and give me a few

notes and pictures, and you won't feel slighted.

#### Shop Order Bureau

"Joe" says it's a shame the dresses are getting longer, for this will necessitate the men getting back to their old stunt of standing around on the corners, etc. etc. He also says the girls always have been a mystery to him, and have kept him guessing, but they'll be a regular riddle now! (Maybe they are, but we doubt it!) "Joe" isn't quite as innocent as he looks!

We are just a little bit afraid to write very much about a certain young man in this office, as he seems rather shy and bashful about having his name in print. We are sorry, too, for we *might* be able to write something interesting. However, don't lose hope! He might "release it for print" shortly.

#### Accounting Department

Nothing exciting has happened in this office recently. No marriages to report, but we expect to have some to report in the near future. Here's hoping, anyway.

Mt. Clare, as a whole, is running as smoothly as can be expected. Everybody has been "kicking" about the hot weather; the girls are tired of wearing their light clothes and want to wear their furs, and the men are beginning to leave off their mohair suits, and put on their light fall clothes. (This is a sure sign that the leaves will soon turn red, and some twirling and dancing under our feet, and the ball rooms, and frat houses will see us twirling and dancing on them again.)

Good old Winter! We salute you!

Nobody at Mt. Clare, or, in fact, on the System, needs any introduction to this man. Those who have had the opportunity of passing through or by the gates of Mt. Clare Shops for the past thirty-five or forty years, know the ample figure of our watchman and friend, "Bill" Garber.

"Bill" had to quit his post from June 24 to September 10, because of serious illness, which, we can assure you, is the only reason which could keep him away from the gate. He isn't looking just fit yet, but by the time this MAGAZINE reaches you, we hope to see him looking as well as usual, and able to get around without the aid of his cane.

Here's luck to you "Bill!" We hope you will be able to put at least two more stripes on your sleeve!

#### Here and There at Mt. Clare

Contributed by C. RAEUCLIE

Foreman Kelly of the Axle Shop seems to be having connubial difficulties. His better three-quarters (not half any more!) seems to think Kelly is a he-vamp. Better be "keerful" Kelly; them motorcycles are dangerous animules.



Popular "Bill" Garber, watchman at Mt. Clare



**Cumberland Division**  
Correspondent, J. J. SELL

The peach and apple crop in this territory is very small this year, the crop having been almost completely ruined by the late frost. However, the fruit that survived is of a very good quality and size.

Cupid is claiming another one of our charming young clerks, Miss Elizabeth McNeil having resigned her position as secretary to the master carpenter to become the bride of a promising young business man of this city. Their many friends are wishing them much happiness.

It is with regret we have to record the death of Mrs. Francis Perry, who suddenly died on August 21 at her home in Cumberland. Mrs. Perry was employed in a clerical capacity in the various offices at Cumberland, having worked in the Superintendent's Office just prior to her death, which was quite a shock to her many friends. She filled the positions she held efficiently, and with her genial disposition she will be missed by all. Mrs. Perry was the widow of the late William Perry, passenger engineer, running between Cumberland, Grafton and Parkersburg. The various office forces with whom Mrs. Perry worked, as well as the members of the Brotherhood of Railway Clerks, of which she was a member, visited the late home in a body to pay their respects. The remains were taken to Winchester, Va., for burial. The number of floral tributes attested to the high respect in which Mrs. Perry was held throughout the city. She is survived by her mother and sister, to whom we extend our deepest sympathy.

The cleaning of ballast on the West End of the division is progressing rapidly, and the track is being put into first class condition for winter, under the supervision of M. B. Jones, assistant division engineer, and I. S. Sponseller, general supervisor. The new machines in use are working splendidly. Many thousands of tons of ballast are being cleaned and reclaimed.

The engagement of one of the fair young ladies of the Division Accountant's Office has just been announced. Miss Ora Bauer will become the bride of Mr. Earl Robert-

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son, who holds an important position with Cumberland Contracting Company. He was formerly an employe in the Division Accountant's Office at Cumberland. The wedding is scheduled to take place during the early fall. Their many friends are wishing them much happiness.

Motive Power Timekeeper Edward H. Ravenscraft, Division Accountant's Office, has been temporarily transferred to Keyser in similar position.

Miss Shirley Jane Romiser, tonnage clerk, Division Accountant's Office, is spending an extended vacation in Cheyenne, Wyoming.

Miss Laura Lingamelter, secretary to the division engineer, has resigned to accept an important position in a local bank in Martinsburg, W. Va.

G. Frank Messman, report clerk, Superintendent's Office, spent two weeks vacation accompanied by his wife and son, in Brandonville, W. Va. This point is much removed from any railroad, and permitted "Grandma" to get back to nature, and secure a much needed rest.

Agent J. L. Brown, Great Cacapon, reports a big crop of corn this year, if he can only find time to harvest it. This is some news; we thought "Brownie" was specializing in beans. Why the change, J. L. B.?

With the number of weddings his summer and fall, our list of eligibles is fast diminishing, but there are still a few old timers who are dodging Dan Cupid. We hope to get them lined up, and will keep our readers fully advised.

Some of the boys are asking why Luke Burns, Transportation Department, Baltimore, spends every Sunday and Holiday in Cumberland. There must be a reason. Won't you tell us what it is, Luke?



Raymond E., attractive little son of Car Foreman Cox at Locust Point. Raymond likes golf, and is very fond of the swimming pool at Clifton Park

"Shorty" McConnell, the Blacksmith Shop wonder-child, was seen with three different hats in two days. You tell 'em what happened to two of them, "Ike."

Foreman Raeuchle of the Flue Plant wishes to announce that there'll have to be just one more place set at his family table, and that now it will mean that pretty little dresses, and ribbons, and little Mary Jane pumps, and all the rest that goes to make up a dainty little girl's wardrobe will have to be purchased. Of course you can imagine just what we mean. On September 7, this tiny little lady made her appearance into the home and hearts of the Raeuchle family. Dad and the boys say they are doing nicely with the household duties. We extend our best wishes to Mrs. Raeuchle and little Miss Raeuchle.

"Gus" Henson, and Charlie Raeuchle were under the impression that they were the only candidates for the Bald-Head Association Presidency at Mt. Clare, but they find they will have to do a lot of electioneering! The following men also wish to sit in the chair: Charlie Weber, "Jack" Conen, Frank Paulis, "Ed" Moran, "Johnny" Wilhelm. Those who are nearly persuaded to enter the race are "Tighl" Isaac, "Ed" Johnson, "Gus" Tew, and "Buck" Burns. Out of this bunch of supervisors, we ought to be able to pick one good, shiny-pated president.

**Be What You Is**

Don't be what you ain't  
Jes' be what you is.  
If you is not what you am,  
Then you am not what you is.  
If you're just a little tadpole,  
Don't try to be a frog.  
If you're just a tail  
Don't try to wag the dog.  
You can always pass the plate,  
It you can't exhort and preach.  
If you're just a little pebble,  
Don't try to be the beach.  
Don't be what you ain't  
Jus' be what you is,  
For the man who plays it square,  
Is a-goin' to get "his."

—Northern Light



**PAY DAYS AT CAMDEN STATION**

No folks, we're not doing our Christmas shopping early; it's just—oh, well, with so many brides and grooms—to be—in our office, there's many a little thing needed for the home—or future home, and we know of no better time to lay in a stock than on the first and sixteenth of the month (pay days)

Please mention our magazine when writing advertisers

If a man would only put as much "pep" in his work as he does in his cussin', there would be more rich folks.



With the winter months fast approaching, interest is increasing in the Checker Club. B. A. Noon and B. E. Tasker are sparring for an early start for the championship of the division, with Noon, three time champion, the favorite. He will no doubt be able to retain the honor for the division.

**Keyser**

Correspondent, H. B. KIGHT

Deer Park Hotel closed its 49th consecutive season on September 8. This was one of the most successful seasons this hotel has ever had. We have had many distinguished visitors, who were loud in their praise of the splendid resort. The Management is arranging to open earlier and close later next season than ever before, as the most beautiful weather is in the autumn. Col. Shipley was one of our pleasant visitors. All of the guests seemed pleased with the Baltimore and Ohio service; it has been a pleasure to us to be of service to them. I desire to thank the members of the Baltimore and Ohio family who so earnestly

**DEPOSITS \$1,055,260.26**

**The First National Bank**

**Keyser, W. Va.**

**SPECIAL SAVINGS DEPARTMENT**

Interest paid every six months  
from date of deposit

cooperated with me in the securing of Pullman accommodations and in every other way. Among those who were of much assistance and whom I desire to thank particularly are: Agent Murphy, Deer Park Village, our agents at Cincinnati, Parkersburg, Grafton, Cumberland and Washington.

The station is now closed and your correspondent has returned to his duties at Keyser.

Mr. Haulenbeek's visits to Deer Park Hotel were missed this summer, but his articles in the Magazine were read and appreciated.

Having been located at the beautiful

summer resort, Hotel Station, Deer Park, since the last of June, I have been unable to keep closely in touch with what is going on over the Division; therefore I am unable to furnish the notes for this issue that I desire to. If the employes will get busy and cooperate we shall have lots of newsy notes in each issue, but without your cooperation there is much that would be interesting that never reaches the correspondent. Let's all get busy, pull together and put our division in the place it should be.

It's interesting to watch the numerous freight trains go by here. Lots of empties going west and loads going east. Better looking coal going through now, too. The hotel guests come down to the station to admire our big Mallets and to ask questions concerning OUR Railroad, and I like to tell them about it. Mr. Donnelly, a member of the Baltimore Bar Association, told me that he had traveled all over the United States and that the Baltimore and Ohio gave the best service. Such comments speak well for our employes who man the



**HILLS AND DALES OF THE CUMBERLAND DIVISION**

1—The Cheat River Grade, between Rowlesburg and Tunnelton. 2—Where the Baltimore and Ohio crosses the Chesapeake and Ohio Canal. 3—Summit of the Alleghenies at Altamont. 4—Where the Cheat River and the Baltimore and Ohio trains run a race. 5—Another vale through which it wends its way. 6—Along the Valley Branch. 7—Harper's Ferry, W. Va.

*Photos by William R. Hicks, former draftsman, Valuation Department, Baltimore, Md.*





A Cumberland Fire Fighter

trains and with whom the traveler comes in contact, and ought to spur us on to give even better service.

**Timber Treating Plant, Green Spring, W. Va.**

Correspondent, E. E. ALEXANDER

**Our Aim**

To the end of the year without an accident.

"It is the duty of every man to protect himself and those associated with him from accidents, which may result in injury or death."—Abraham Lincoln.

Our picnic on September 2 was the beginning of a campaign to eliminate all accidents for the balance of the year. It's a rather big undertaking, but not an impossibility. First suggested by Safety Committeeman G. C. Conly, it has "taken hold" and our employes have shown an enthusiasm that promises success.

Safety Agent Lenderking opened our campaign with his splendid address, and while we take pride that our record for the first seven months of 1922, shows a decrease of 46 per cent. over the same period last year, we hope in January MAGAZINE to report "Perfect" for the last four months of 1922.

If successful we hope our officials will recognize our efforts sufficiently to help us provide some visible appreciation of good work well done, that will further promote safety. Our safety committee, always on the alert, is in charge and back of this work. Everybody help!

On the first of September,  
We began this campaign.  
Through the month of October,  
Let's our record maintain.  
Through storms of November,  
We will then still remember,  
And we'll all stick together,  
Through the snows of December.

How happy we'll be—  
To say that we went,  
To the end of the year,  
Without accident.

Miss Jennie Smith was the guest of Supervisor and Mrs. Alexander over the week end for the picnic. Miss Smith, who celebrated her 80th birthday on August 18, occupied the M. E. pulpit here on Sunday morning, September 3.

Mrs. Lloyd Valentine and grand daughter, Miss June Faren, of Cumberland, were guests of the former's sister, Mrs. G. C.

Conley, for the picnic. Both declared it to be the best they had ever attended.

Over \$1000.00 has been subscribed locally toward the construction of a bridge across the Potomac here. This is one of the best moves ever started here. It is something that we have needed for years, and we hope all will get back of it and stay "put" until we proudly march across.

A. E. Whitlock, lineman, is another new resident among us, having moved into house formerly occupied by W. C. Gurtler, who is now cosily situated in Daly Foley's new bungalow. Welcome, Whit! Glad to have you with us.

Mrs. Raymond Montgomery was called recently to South Bend, Ind., by the death of her father. Mr. Montgomery and son Ernest drove out recently and a card, just received, advises they arrived O. K.

Miss Virginia Wagoner, Mt. Airy, Md., spent two weeks of school vacation with her uncle and aunt, General Foreman and Mrs. Stottlenyer.

**Kenney-Snyder**

Retortman P. C. Kenney and Miss Mary Francis Snyder, of Levels, W. Va., were quietly married in Cumberland on August 30, Rev. H. L. Schlinke officiating. They have our best wishes. (Sorry there are no vacant houses, "Pat." There never are.)

**Comp-Carl**

Adam Andrew Comp and Miss Edythe J. Carl, both of Cumberland, Md., were married on September 6 in Philadelphia. Following a visit to Atlantic City, Mr. and Mrs. Comp will return to Cumberland to reside at the Ford-Deal Apartments. Mr. Comp is well known for former connections with the Baltimore and Ohio Railroad, having been at the head of the signal department in this territory. He retired several years ago. He is also a Union veteran. During the war Mr. Comp was engaged in signal work on the east end of the Cumberland Division and many is the cold night we rode the local home together when No. 31 made Green Spring at 8.25 p. m. Our heartiest congratulations are theirs.

Retortman B. F. Twigg enjoyed several days visit at home of Hon. W. W. Carder, formerly of Green Spring, now residing at



Fighting Bob" Mellinger of Baltimore & Ohio Fire Dept No 1

A Cumberland Hoseman



**The Vose Grand**

has the incomparable Tone—the one quality above all others which makes a real piano. The exquisite tone of the Vose Grand distinguishes it from all other pianos.

**We Challenge Comparisons**

Write for our beautifully illustrated catalog and floor pattern of the Vose Grand, also our easy payment plan

**VOSE & SONS PIANO CO.**  
165 Boylston St. Boston, Mass.

**VOSE**

Findlay, Ohio. Ben has been telling the boys of the big fair and the good roads.

Tieman and Mrs. L. H. Cartwright announce the birth of twins, a boy and a girl, on Thursday, September 7, while Crane-man and Mrs. Guy Crites announce the birth of a son the same morning. Guy, Jr., we suggest. Tieman and Mrs. Carter also announce the birth of a daughter, Margaret Martha, on August 22. Congratulations all!

Several of our old employes have secure leaves of absence account slack conditions and have gone to work in the mines or in other places. We regret this, as we miss their faces in the daily grind and hope they'll soon be back.

Rev. H. A. Lindamood, M. E. South-Springfield Circuit, was most agreeably surprised when the plant boys presented him with two brand new tires for his automobile. A good bunch of men, eh, Reverend? We think so.

I wish to thank employes and all others who in any way assist in making our picnic a success.

Your cooperation is greatly appreciated.  
(Signed) E. E. ALEXANDER

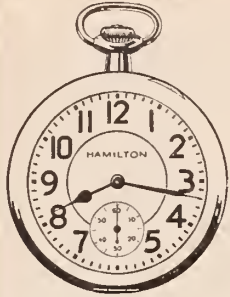
Sabraton, W. Va.

Correspondent, L. M. GUMP

Storekeeper V. E. Farrell has been carrying his right arm in a sling for some time, the unhappy result of an encounter with an irritable Ford; consequently his lady friends and the squirrels have been sadly neglected.

Our picture this month is of Master Mechanic George T. Hice, and his grandson, Master George Willis Stein, of Cumberland. Little George is fifteen months old and extremely popular with his Granddad. All that need be said of Mr. Hice is the fact that very few employes willingly leave Sabraton, and of those who do, a great percentage return.





## Own a Watch with A Service Record

You might as well—then you'll not be in doubt about your time. Select your watch from our immense stock of the very best ones and be free from "time" worries.

CASH OR PAYMENT PLAN

# PUGH BROS. JEWELRY CO.,

211 House Bldg., Pittsburgh, Pa.

Official Watch Inspectors

—FOR—

BALTIMORE & OHIO R. R.

B. R. & P.      B. & L. E.  
P. & L. E.      P. & W. Va.

MONTOUR

L. E. & E. R. R.



General Foreman C. B. Keller, Terra Alta, has been with us for the past two months. Clyde's principal trouble is the weather, as there is quite a difference in the altitudes. It is this which causes him to remark, "It's no disgrace to get old, but mighty inconvenient."

As business is now rapidly increasing on the West Side of the Cumberland Division, we are losing the Transportation Department men, who have been working out of this terminal while not on duty at their home terminals.

Ex-Car Foreman C. B. Gosnell, contends that he is just as handsome as ever, but admits that he is a little more ancient than he once was.

Engineers D. F. Hahn and Thomas Morgan, who have been ill for some time, have returned to duty. Engineer Albert Smith recently sustained an attack of ptomaine poisoning.



Master Mechanic George T. Hice and his little grandson, George Willis Stein

After a lapse of considerable time the "Race" is again on. "Slim" Lantz (6 feet 2 inches), weight 100 pounds, has again entered the service, this time in the capacity of stockman under Storekeeper Farrell. "Slim" is working the "graveyard turn," 4 p. m. to midnight, but he says he doesn't mind; the ladies don't interest him—any more.

Attention—Correspondent Kight, Keyser: Concerning our friend "Whitey" Welshonce's activities on the M. & K., it is the Sabraton correspondent's understanding that "Whitey" is ably assisted in his work by not less than nine canine friends of various descriptions. We also learn that he has constructed a summer home near his post, which is occupied jointly by himself and his force while off duty. Bow, Wow!

Paw Paw, W. Va.

Correspondent, M. L. SHARON

Because of illness, your correspondent missed last month's notes. We're back on the job again, however, and feeling just fine. Many things have happened recently around Paw Paw. Here are some of them:

Bass fishing has been mighty good, but Joe Linthicum hasn't put in his appearance yet.

Lots of excitement in the village. There's a possibility that there is to be a great dam built on the Great Cacapon Creek, which will cause the formation of a large body of water some 18 or 20 miles long. The men behind the project have already taken an option on the land along the creek for that distance, and have bought out a farmer in this vicinity. A large power plant is to be built, the water of the creek to furnish the power.

The early apple crops in the big orchards here have been picked and put on the market. The late crop is now about ready for the harvesting. Because of the spring frosts, the crops were not very large.

Our efficient clerk, "Bill" McBee, and Towerman A. C. Handy, of Okonoko, are bringing in the squirrels. The gunning season in the state is now on. Be careful, boys. We don't allow you to bring in more than eight in one day.

C. E. Wentling is beautifying his residence and store with a generous application of the brush. John Souders, at one time one of our freight conductors, is doing the work.

The accompanying photograph is of the late "Ed." Doyle and his two great-grandchildren, Nellie Louise Hanrahan and her brother John Joseph. The mother of the children is the daughter of John Doyle, who preceded his father to the Great Beyond by a few months.

"Ed," as he was best known, had probably passed his one hundredth milestone. The eulogy on his life by W. L. Stephens in a recent issue of the MAGAZINE is a fine tribute to a well-spent life.

Pittsburgh Division

Correspondents, E. N. FAIRGRIEVE  
and MARY E. BREEN

Of all the insistent fellows on earth, that little man with the bow and arrow is the best. He has now proven his ability by aiming his little arrow at Miss Nora Park, operator, 33rd Street Tower. It seems that Nora had made up her mind she wasn't going to get married, but Dan made up his mind just the opposite. The announcement tells us who has won. Nora is now known as Mrs. Harry J. Erdel. Mr. and Mrs. Erdel will be at home in East Liberty late in September. The many friends of both extend sincere wishes for a long and happy married life.

Suggestions for cloudy weather—always carry an umbrella. One of the fellows in the General Superintendent's Office—it's hard to guess which one—was visiting the bestest girl one evening when it began to rain in torrents and kept up in this fashion till about 1.00 a. m. Then the young lady, who is extremely kind hearted, said—"Well, I guess you can't go home tonight so I shall go and fix up the guest room for you." She started to make things comfortable. Coming down stairs about 15 minutes later, she found that he had gone. Just then she heard a noise on the porch. In came our man drenched to the skin. "Why, where have you been?" asked the surprised young lady. "Oh, I just went home to get my nightie," he replied.

Like some of the other graduates from the General Superintendent's Office (for that's what they call it when one goes to the Oliver Building) we expect to see "Bud"



The late Edward Doyle and his great-grandchildren, Nellie Louise and John Joseph Hanrahan





Number 44 at Bluestone—Photo by Machinist Apprentice Lawrence King, Connellsville

Ryan sallying forth this winter in spats and all the paraphernalia that goes with it. "Bud" has been succeeded by John O'Connor and we hope both will be successful in their new positions.

Agent Mulvey is a sadder but wiser man. Since the day he stood with his teeth in his hand, What happened to the teeth is known to but few, But if you ask Tom he'll tell it to you. The loss of his molars is a well proven fact, And he'd give up a fortune to have them all back,

However, they're gone, ne'er to return and I'll bet every one who reads this will wonder where the dickens they went— Ask Tom, he will be glad to tell you.

The foregoing refers to a little incident which happened at West Newton some time ago, in which Mr. Mulvey, our congenial agent at that point, who holds the destinies of the Baltimore and Ohio in his hand in that neck of the woods, had occasion to remove his teeth from his mouth, presumably to alleviate some pain caused by the lodgement of food substance in some part of his mouth where it shouldn't have been— forgot he was holding these valuable accessories in his hand and let loose at a very inopportune time, hence his peculiar predicament. Gone, but not forgotten!

Mr. and Mrs. Vernon Smith, Terminal Offices, Pittsburgh, recently took a ride in a gasoline buggy to the little town on the P. & W. named after the war lord, Mars. When they got there they were having such a good time that they forgot they would have to make the return trip in a street car. Awakening to the realization of this fact, they rushed pell mell to the little station by the side of the road, only to find the last car had departed. With this sad information at hand, they proceeded vigorously, making it necessary to rout some poor unsuspecting ruralite out of a good sound slumber to haul them into Millvale, and to disturb the slumber of another innocent person to get gasoline for the buzz wagon. This was very exciting in the wee small hours of the morning, but the climax came when under the glaring rays of the friendly arc light in little old Millvale they were gently requested to pass over eight bucks to soothe the feelings of the two sleeping gents as a reward for their trouble. Yea, Vernon and friend wife had forgotten 'all about Daylight Savings time. Betcha the next time they venture out they will remember.

We extend our sympathy to Engineer P. F. Griffin and family in the death of Mrs. Griffin, who passed to the Great Beyond during the latter part of August, after having lingered in illness for several months.

We also extend our sympathy to the family of Engineer William White who came to an untimely end on August 30 at Glenwood. Engineer White had just put his engine away and was starting for home when struck by No. 167, resulting in a fractured skull which caused his death in the Mercy Hospital a few hours later.

Our sympathy is also extended to the family of Conductor M. J. Niland, who was severely injured at Glenwood on September 4 while on duty, and who died a few hours later in the Mercy Hospital.

Messrs. White and Niland were both loyal and faithful employes whose loss will be mourned by all.

We are pleased to announce the arrival of a bouncing baby boy in the family of Mr. and Mrs. Crow. Mrs. Crow, before she was fatidly wounded by Dan Cupid, was known to most of us as Miss Aileen Reed, Division Accountant's Office, Pittsburgh. We extend our congratulations and best wishes and hope the little Crow will not keep elder Crows awake at night by crowing.

The call of the bowlers is again in the air. On September 12, at the Monongahela House Alleys the 1922-23 schedule of the Bowling League will be under way. All the old familiar figures of bowlers and near bowlers will be in evidence, as well as the merry on-lookers and friends of the contestants. Here's good luck to you boys and may the best team win!

**Glenwood Back Shop**

Correspondent, FRANCES E. LEEPER

Miss Ethel Andrews has returned to work after a three month's leave of absence. We all missed you Ethel, and we're glad to see you back.

What do you think of Miss Friday, boys? She went on her vacation to Baltimore and came back with a big solitaire on the third finger of the left hand, and tries to tell us "It doesn't mean anything." Isn't that a good one?

Iva M. Harrington and Arthur E. Heizenberger surely put it over on all the office force on August 16. You know what I mean; they went and got married and didn't tell anyone about it. Nevertheless, Heinzie, you have the best wishes of all the force.

Joseph Raab, Storekeeper's Office, slipped off last week and married the girl of his dreams. This was a surprise to us but I guess we will get over it. Best wishes, Joe, from the gang.

It doesn't make any difference who wins the World's Series Game, "Nick" Stinger will be there to see it and to tell us all about it. Don't forget to come back, "Nick."

**Their Spring Stretch Never Dies**

That's Why

**Nu-Way STRETCH**

Rubberless  
Suspenders, Garters and Hose Supporters give easy comfort and long wear.

No rubber to rot; Phosphor Bronze Rustless Springs give lots of stretch. Suspenders have easy slip-loop back. Nickel trim, 50c; satin brass trim, 75c.

Men's Wide Web Garters—no metal can touch the leg—50c.

Ladies' and Misses' Hose Supporters and Corset Sew-Ons. Lasting stretch and no troublesome garter-runs—25c.

Children's Hose Supporter Harness. Easy on stockings and gives long wear. Only 50c.

**A YEAR'S WEAR GUARANTEED**

ASK YOUR DEALER. If he hasn't them, send direct, giving dealer's name. Insist on Nu-Way. Accept no substitute. Guarantee label on every pair. Ask for story of Nu-Way Stretch.

**Nu-Way Stretch Suspenders Co.**  
Dept. D, 2110 Adrian, Mich

**Connellsville Division**

Office of Trainmaster

Correspondent, C. E. REYNOLDS  
Chief Clerk

Miss Lillian B. Grubbs, of near Lemont, Pa., and brakeman Charles Russel Britt, of Connellsville, were recently married in the parsonage of the First Presbyterian Church of Uniontown, Rev. Dr. William Hamilton Spence officiating. The bridegroom is a veteran of the World War, having served some time in France. To this happy couple we extend our best wishes.

Engineer H. G. Younkin spent several days in St. Paul, Minn., attending the Eagles' Convention.

Yardmaster J. R. Porter, of Connellsville, is enjoying his two weeks' vacation at Hagerstown, Md. Night General Yardmaster C. L. Senheiser, Connellsville Yard, has returned from his vacation, which he spent at his home in New Castle, Pa.

H. W. Swen, clerk in Coal Billing Agent's Office, Connellsville, is celebrating the arrival of a son, the first in the family. Congratulations!

"Jimmy" McClure, messenger to general yardmaster, Connellsville, spent his vacation on the banks of the Potomac. Fishing?

Conductor and Mrs. H. N. Miller, of Connellsville, have returned to their home after spending several weeks in Atlantic City and New York.

Misses Bridget and Mary Gallagher, and Irene Hunt, of the Superintendent's Office, Connellsville, have returned after spending their two weeks' vacation at Atlantic City.

Miss Blanche Stafford, stenographer, Superintendent's Office, Connellsville, is now spending several months' vacation at Pasadena, Cal. The oranges she sent us looked very good on paper, although in reality they were not very juicy.

**That's the Life**

"Stop, look, listen!" The reflective man stopped to read the railroad warning?

"Those three words illustrate the whole scheme of life," he said.

"How?"  
"You see a pretty girl; you stop; you look; after you marry her you listen."

—Exchange





Assistant Chief Clerk Earl Shank and the "Missus"

It is reported that the Memorable Perry Trump, stenographer, Superintendent's Office, Connellsville, started for Los Angeles, Cal., on his vacation. When he reached Chicago, he noticed a great display of fruit. Upon inquiry he was informed that he was in Los Angeles. After covering Pikes "Pimple," Perry returned home. Later: this was only one of Perry's dreams.

Miss Vera Loeblich, of Johnstown, has been transferred to Connellsville as stenographer, Superintendent's Office.

On the morning of August 1, Philip A. McMahon, secretary to Superintendent Brown, reported at the office with a smile on his face from ear to ear—one that wouldn't come off. A baby girl had arrived. Her name is Mary Virginia. Congratulations to Mr. and Mrs. McMahon!

Mr. and Mrs. Joseph Trombley, of South Connellsville, Pa., announce the marriage of their daughter, Miss Daisy Gwendolyn Trombley to Harry Sivits, son of Mrs. Rose Sivits of Connellsville, Pa. The ceremony was performed on Wednesday evening, July 26 in the parsonage of the First Christian Church of this city, Rev. George Walker Buckner, pastor, officiating. The newlyweds are now touring the eastern cities. Mr. Sivits is yard brakeman, Connellsville Yard. To this happy couple we extend our best wishes.

We are sorry to report the recent death of Mrs. Jennie McCabe Smutz, wife of Engineer John W. Smutz, of Connellsville, Pa. We extend our deepest sympathy to this bereaved family.

Here is a picture of Mr. and Mrs. E. E. Shank, taken while they were spending their vacation in the mountains. Mr. Shank is assistant chief clerk, Superintendent's Office. From all appearances, they enjoyed their vacation.

Here's a cartoon of Captain T. W. Scott, signal supervisor, Connellsville Division.

Vice President Galloway visited Connellsville on Wednesday, September 6, as the guest of the Kiwanis Club and the Chamber of Commerce at a noonday lunch. In the evening Mr. Galloway spoke to a large body of men and women in the high school auditorium, explaining some phases of the position and policy of the Baltimore and Ohio. We hope that Mr. Galloway enjoyed the visit to our city.

**Monongah Division**

Correspondent, CECIL B. BAKER

Miss Lenora Baker, Superintendent's Office, and Miss Mary Schroder, Master Mechanic's Office, have been turloughed to attend the West Virginia State University, Morgantown. These were two of the most popular young ladies of the Division's family, and both will be missed by a host of friends.

Vacations being about over, the Division offices are showing great signs of activity. Moreover, the Central Drug Store reports a noticeable increase in the soda water business.

Considerable amounts are being wagered among the various offices as to which will be the first to get space in the new Willard addition.

H. H. Stephens has also resigned his position on our engineering corps to return to school at Morgantown, W. Va.

When the baseball team from the Auditor of Disbursements Office met ours they found that there was another kind of smoke in Grafton besides that generated by engines. Final score: 13 to 0.

**Grafton and Belington Branch**

Assistant Correspondent, A. MCKAY

**Helpfulness**

When things around your home get blue,  
and in your town go wrong,  
See how much it helps you to sing some  
good, old song.  
It need not be "All Blessings Flow," but  
just one that you love,  
Most anything to change your mind from  
what you're thinking of.  
For when you're down and almost out, and  
troubles swing along,  
You'd surely call it helpful then to hear  
some good old song.  
Let's each one do our best to help, some  
kindness to bestow  
Upon some fellow next to us whose spirit's  
getting low.  
Then at the end of life's long trail, we'll  
gather in a throng  
We'll join celestial choruses and sing that  
old, old song.

First Trick Operator A. McKay, Tygart Junction, says: "Home ain't like it used to be, but that Watson Arch, Jr. is some fine boy!"

C. A. Andrick is on our Honor Roll this month. Look for his name in the list.

**Monongahela River Sub-Division**

Assistant Correspondent, T. M. GILLUM

News is a bit scarce this month, because of our folk taking vacations. They have all of their good times away from home. Extra Agent Miss Ford enjoyed a nice vacation with friends in Detroit. Agent S. H. Hines, Haywood, is off duty and is being relieved by Extra Agent R. Long; Agent B. L. McIntyre, Gypsy, is off duty, and is being relieved by Extra Agent Miss Nina Ford.

**Western Lines**

**Cincinnati Terminals**

Correspondent, JOSEPH BEEL

We know a man who bought a hat,  
O my, O my, that hat was flat,  
And there upon his head it sat,  
From laughter making men grow fat.  
Now down the yards there came this man,  
Identify him if you can;  
Just look, boys, see that awful tam,  
Let's place it in the old ash can.

But then upon a second glance,  
This hat might have been brought from  
France,

Or some old country where men prance,  
In helmets which they don't enhance.

Now who might this brave party be,  
Who struts around and still goes free?  
Of him, well, quite a lot we see,  
Our Mister Fitz, could this be he?

**Our Car Distributor**

By H. H., Superintendent's Office

There he sits so early and bright,  
Opening his desk and setting things right,  
Starting to work with a slam-bang of cheer,  
Facing the day with never a fear.

Answering the 'phone 'til he's almost ill,  
And of complaints getting more than his fill,  
Checking down car numbers with all his  
might,  
Straightening out orders from morning till  
night.

The plying of this car, the speeding up that,  
The stepping on pests, (O most very flat!)  
And kidding the girlies and joshing the men,  
While all the time busily pushing the pen.

Now this is the life of our friend every day  
And tribute to him we surely should pay,  
As it takes Irish grit and vigor you know  
To keep this up always and never grow slow.

**My Office Companions**

By H. H., Superintendent's Office

First comes K. she's small and tiny,  
With her Irish eyes of blue,  
Curly hair so long and shiny,  
And a heart that's ever true.

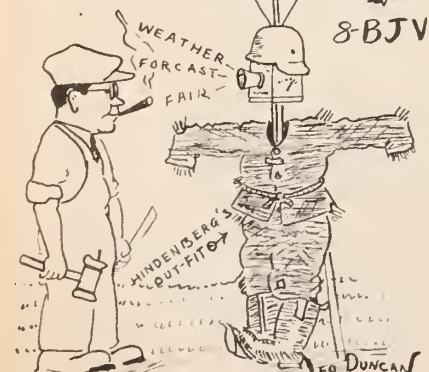
Then there's C. who's tall and slender,  
With a way that's very rare,  
And a smile, so sweet and tender,  
That it makes the world more fair.

Next is B, quite short and happy,  
Laughing all the year,  
Never sad and never snappy,  
Here's a disposition dear.

Then comes S.—she's rather heavy—  
With a manner more than sweet,  
And a wit that's ever ready,  
And small and dainty feet.

"Mazie" of motor car fame  
We thought had passed away,  
We find a new one in the game  
Making speed marks every day.  
She calls her hack a "Kitty" car  
Named for herself, I s'pose,  
She drives it near and she drives it far,  
No matter where she goes.  
You who read the lines above,  
Know you this is true  
That these girlies I do love,  
More than pals, I do.

**CAPTAIN  
T.W. SCOTT  
SIGNAL SUPERVISOR  
CONNELLSVILLE DIV.**



TOM'S IDEA OF A TALKING SCARECROW



**Collects Clothes**

Dear Editor: Please tell me the name of some organization that collects clothes and toys. Mrs. C. M.

Dear Madam: Ginsberg & Isaacstein. Branches in every city.

*The Bughouse Bugle.*

**The Office Force at North Side**

There's a little old office at North Side  
With the best sort of men on the in-side  
And it's hard to compete with a force that's  
as neat

As the one in the office at North-Side.

There's Howard B. Kemper,  
He's the agent, you see,  
And he's been there so long  
That soon pensioned he'll be.

There's one with the voice of an angel,  
Who sings the whole day thro',  
And if perchance, you see a "Sale of Pants,"  
Just tip off our Nolte's Lou.

And then we come to "Larry"  
Who all the mail must carry,  
And when on the street  
"Miss Agnes" he meets  
How shocking for Mr. Larry.

And last but not least is our "Smittie,"  
Whom every one thinks quite witty  
But when it comes to work  
He's Howard's chief clerk  
And so we call him our "Smittie."

And oh! I most forgot,  
There's Walter at the "Freight De-Pot"  
He's a fine little chap and just a mishap  
That I, his name forgot.

*Mrs. Howard B. Kemper.*

Who put the man in Manchester? Ask  
Agnes Reeves and Bernice Aylor.

General Foreman P. Koth, is a champion  
of amateur baseball. You can see "Phil"  
on any Sunday rooting for some amateur  
team.

"Joe" Fisher always has a Campbell—  
cigarette.

G. H. Lammerding is a student of  
—ology. What kind? Ask him.

Frank Fessenden started his straw hat  
season on September 8.

G. J. Beckman is an expert and criterion  
in the handling of storage and the public  
demand his services daily and he enjoys the  
reputation.

James Donegan is going to Ireland next  
year to join the National Regular Irregu-  
lars.

William Dean, in the near future will  
probably be known as Doctor Dean. He  
is buying instruments now, having acquired  
a saw, a chisel, and a monkey wrench.

Some daily expressions heard in the  
Local Freight Office:

B. S. Jelleff: I knew it.

H. E. Martin: Hez a funny fellow.

W. A. Richter: That guy don't know any-  
thing.

William Moss: What do you say? How  
do you do it?

E. Hein: Get me a sack of tobacco.

Jess Davis: I'll busy you in the eye.

**Freight Traffic Department  
Southwest Region  
Cincinnati, Ohio**

Correspondent, E. H. GARDNER

Assistants, C. C. TROY and C. A. BOYD

The Careful Crossing Campaign, under  
the direction of the Operating Department,  
primarily, seems to be progressing nicely,

and we are sure that every member of the  
Traffic Department, not only at Cincinnati,  
but at every other point on and off the line  
where an office is located, is doing his or her  
bit, taking advantage of every opportunity  
to further the success of this worthy under-  
taking. It might be well to mention in this  
connection that probably more good can be  
accomplished by personal efforts on the  
part of interested railroad employes than  
those in any other occupation.

**WE WANT PHOTOGRAPHS!** Don't  
be afraid to submit anything which you may  
consider worth while. Not all of them can  
appear in THE MAGAZINE, but the best ones  
will be selected and inserted.

Take another name off our eligible list—  
Harry Witte, lately appointed chief tariff  
compiler, Tariff Bureau, hath taken unto  
himself a wife, Miss Esther Louise Jauch  
being the one to have her name changed.  
The fatal plunge into the turbulent sea of  
matrimony was taken on August 15. Sincere  
congratulations and best wishes are  
extended to Mr. and Mrs. Witte.

Our Bureau of Vital Statistics reports that  
"Ash" Tullis, Charles Brenner and Hilton  
Rardin all were paid a visit by the stork  
within the last few weeks, each being the  
recipient of a bouncing baby boy. "Ash's"  
was the bouncingest—twelve pounds net.

WINTER approacheth, and Chief Clerk  
Bauer will soon be in his glory. "discour-  
singly eloquently" to diverse members of the  
General Office force exactly why fresh air  
was made.

"Johnny" Edwards, the Tariff Bureau,  
humorist, spent his vacation quietly wander-  
ing about the high-ways and by-ways of the  
city of his home, Newport, making friends  
wherever he went. John is going to run for  
Congressman some day—he already has the  
hair and feet of a statesman. His favorite  
song is "Rose, Fairest Rose."

Charles Iler was heard to remark softly  
the other day, "There is a pleasure in poetic  
pains which only poets know." If there is  
pleasure in poetic pains, we are sure  
Charlie's cup of joy must always be full.  
The "poems" he doth utter would make  
Shakespeare blush. The following, which  
is fresh from his pen, is printed as a sample  
of one of his "pains:"

**To Spring**

Oh! was it were!  
Oh! could it did!  
Sweet Spring have came—and flopped—  
and flid.

Oh gentle goose,  
AND nimble cow,  
Softly flit—from bough—to bough.

We wonder what the attraction for Les  
Barber is in Dayton? Reports have it  
that he invades that small country town  
weekly. We will not venture to guess—we  
cannot think of Les. (Poetry!)

Tillie Tinkle, the little joy-bell of the  
Tariff Bureau, otherwise known as Edith  
Hormann, spent her vacation at Cumber-  
land Falls, Ky. According to the dope we  
have received, she must have knocked the  
natives dizzy—knickers and everything.

Johnny Maxwell will soon be riding the  
elevator three stories higher; he has been  
promoted to the position of chief tariff  
compiler, Tariff Bureau, to that of chief  
rate clerk, General Freight Office. Tariff  
Bureau's loss—General Freight Office's  
gain.

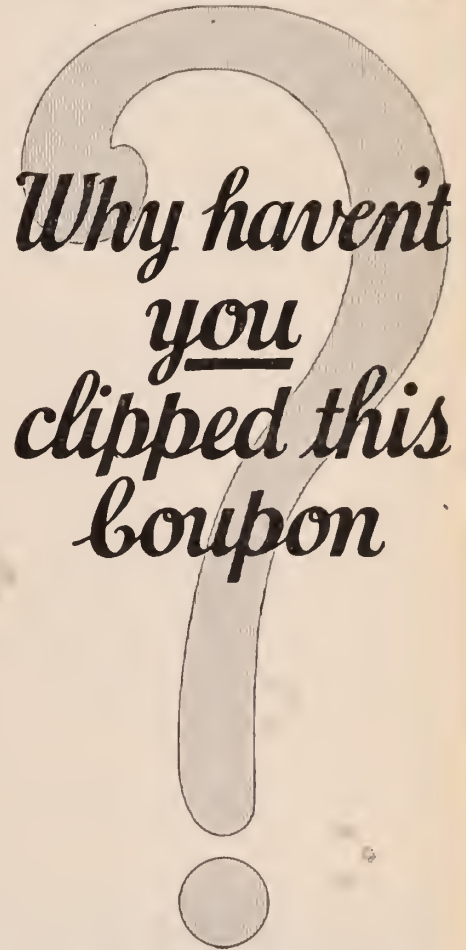
The following would undoubtedly be a  
treat for sore eyes:

"Billy" Scholl wearing a toupee; Harry

Witte in a bathing suit; D. W. Wayman  
with his hair de-marcelled; "Lou" Menke  
with a date.

LOUISE—she's beautiful, and therefore  
to be wooed; she is a woman; and therefore  
to be won. Any takers? We repeat, ANY  
TAKERS?? (Answer, from Baltimore:  
There'll be undertakers need ed if you  
fellows don't stop kidding her.)

The annual ball game between the com-  
bined forces of the General Freight Office,  
the District Freight Office, and the Tariff  
Bureau, has not as yet taken place, but in  
next month's notes we hope to give as com-



**INTERNATIONAL CORRESPONDENCE SCHOOLS  
BOX 8514-B SCRANTON, PA.**

Explain, without obligating me, how I can qualify for the  
position, or in the subject, before which I mark X.

- |   |  |
|---|--|
| <input type="checkbox"/> LOCOMOTIVE ENGINE        | <input type="checkbox"/> Pharmacy                  |
| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> TRAFFIC MANAGER           |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> BOOKKEEPER                |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> Cost Accountant           |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> BUSINESS MANAGEMENT       |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Private Secretary         |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Business Correspondent    |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Stenographer and Typist   |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Good English              |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> SALESMANSHIP              |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> ADVERTISING               |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> Railway Mail Clerk        |
| <input type="checkbox"/> Toolmaker                | <input type="checkbox"/> CIVIL SERVICE             |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER       |
| <input type="checkbox"/> Gas Engine Operating     | <input type="checkbox"/> Electrician               |
| <input type="checkbox"/> CIVIL ENGINEER           | <input type="checkbox"/> Electric Wiring           |
| <input type="checkbox"/> Surveying and Mapping    | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> R. R. Constructing       | <input type="checkbox"/> Telegraph Engineer        |
| <input type="checkbox"/> Bridge Engineer          | <input type="checkbox"/> Telephone Work            |
| <input type="checkbox"/> ARCHITECT                | <input type="checkbox"/> Mining Engineer           |
| <input type="checkbox"/> Architectural Draftsman  | <input type="checkbox"/> Stationary Engineer       |
| <input type="checkbox"/> Blue Print Reading       | <input type="checkbox"/> Airplane Engines          |
| <input type="checkbox"/> Contractor and Builder   | <input type="checkbox"/> AUTOMOBILES               |
| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> AGRICULTURE               |
| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> Poultry Raising           |
| <input type="checkbox"/> CHEMIST                  | <input type="checkbox"/> RADIO                     |

Name \_\_\_\_\_ Employed \_\_\_\_\_  
Present Occupation \_\_\_\_\_ By \_\_\_\_\_  
Street \_\_\_\_\_  
and No. \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_

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plete an account of it as it will be possible to obtain.

It is planned to organize basket-ball and bowling teams for the coming season, and it is hoped that sufficient interest will be taken to insure the success of both teams.

This column is conducted by E. H. G., C. C. T., and C. A. B. HELP! AID! SUCCOR! RELIEF! ASSISTANCE! SUPPORT!

### Newark Division

Correspondent, B. A. OATMAN

The Baltimore and Ohio Veterans Association of Newark Division held their annual picnic at Buckeye Lake, Ohio on August 17. While the attendance was not what it would have been under normal conditions, the local veterans turned out splendidly and brought with them their families and well filled baskets.

The day was very hot and the refreshment committee had their hands full, passing out the ice cream and cooling drinks which they served gratis to all who attended the picnic. They also served hot coffee at the five o'clock dinner.

Contests of every nature were indulged in during the afternoon and were enjoyed by all who took part in them as well as the spectators. After the dinner, the picnickers assembled at the dancing pavillion where the evening was spent in a delightful manner.

The Committee on the picnic are to be congratulated on the excellent program which they provided for the party.

Earl and Mrs. Hollman are back from a trip to Salt Lake City, where they certainly did enjoy the salt water bathing. As you know Earl is quite heavy and it was not necessary for him to exert himself in the least, simply a case of float. He has now suggested that such a swimming pool be located nearer home for those who care to swim and yet who make no effort save the disrebing prior to the plunge.

While we were all set for the capturing of the silver trophy offered by the Industrial League of Newark, Ohio, the Baltimore and Ohio shop team must be content with second place. This, of course, is a

disappointment to the loyal rooters of Newark shop, but there is a great deal of consolation in knowing that the winner of the trophy had to fight every inch of the way and after the last game was played, agreed that it was no walk-away.

The season was, marked by especially clean ball playing all the way through, there being no controversies over decisions or the outcome of any of the games. It was a season of good clean sport, and was thoroughly enjoyed by thousands of fans in and around Newark.

We desire to convey to Manager Stanford and the members of the team, our thanks for their untiring efforts in keeping the team right up to the line at all times during the season.

Not content with conditions locally, Clerk S. G. Roberts, Neff, Ohio, secured transportation, put on his best suit of clothes, filled his pocketbook, put on all his fine jewelry, and went West to take in the sights. When Columbus, Ohio, was reached, he decided to stop off for a few hours. He saw the sights all right and put in a tiresome day of it, and finally rested on the seats at the Union Station. Here he made several new acquaintances, who for lack of something to do, suggested that the party match pennies for pastime. When Clerk Roberts got away from his new friends he had but his pass and clothing. Money and jewelry were missing. Well, it is safe to say that he is satisfied with his adventure, which, no doubt, will be the means of his staying nearer home for some time, unless he can secure a body-guard when making his extended trips exploring the unknown.

After spending a month in the wilds of Minnesota, we have with us again Messrs. W. B. Allen, H. L. Ball, R. C. Moorehead, W. A. Hinney and W. J. Dorsey, who report having one of the real vacations of their lives.

On July 30 the party left Newark, bound for Vermillion Lodge, Vermillion Dam, Minn. From there the party traveled to Harding, Minn. where they secured canoes and made the trip to Lake La Croix, camping along the water with the assistance of a cook whom they secured at the beginning of their canoe trip.

Such stories of fishing you never heard before, and as is the custom they have actual photos to back up their claims. However the party seems to be timid about broadcasting their wonderful art through which they were able to carry into camp the choicest of the finny tribe, but it has leaked out that fish such as we would consider good catches around here, were merely used for bait if retained at all. The camp rules show that no member of the party was allowed to have in his possession any kind of fish which weighed less than twenty-five pounds. This rule was adhered to throughout the trip, and while the party was fortunate in having plenty of brain food at all times, yet the extra exertion required to handle such heavy fish continually for twenty five days has had its effect on the various members of the party, who, when at home consider the handling of pencil or typewriter real work. We are glad to welcome the boys back and sincerely hope that their outing will be of benefit to them in their daily routine of duty.

Albert Gatewood, Claim Department, Wheeling Division, is now at Newark, Ohio, to relieve Claim Agent A. R. Claytor who is taking a much needed vacation. Mr. Gatewood at one time was stenographer in the Master Mechanic's Office, Newark, Ohio. We are glad to see him back with his friends at Newark.

### Accounting Department

Correspondent, R. T. GEORGE

"Mose" Floyd, Maintenance of Way timekeeper, after stalling for several months, has finally given up the secure life of freedom and taken a bride for life. "Mose" spent his honeymoon in the wilds of Northern Minnesota. "Tommy" Faulds, our Scotch veteran, made the statement that "there are only a few of us left." The entire force extend the glad hand to "Mose" and wish him many years of married bliss.

Speaking of "Tommy" Faulds, he just returned from Niagara Falls, but when asked whether or not it was a honeymoon, "Tommy" had nothing to say.

The cigars smoked by the office force on September 1, were the compliments of George Frederick Budd, one day son of Charles Budd, secretary to division account-



SEEN AROUND MARIETTA

Left: Carl Richard Schantz; Right: Loading Freight at Marietta



# SPECIAL ANNOUNCEMENT

## *"The Story of a Watch"*

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ant. The experience of being a father is new to Charley and consequently he is wearing that old broad smile.

Frank Cole is back on the job after spending two weeks at Glacier National Park. You should see his fine collection of snapshots.

J. H. Dickeson is back after making a thorough inspection of Yellowstone Park. "Dick" liked the scenery provided by the Government.

L. J. "Doc" Savey was not looking for excitement of travel so he spent his time at Cedar Point and other Lake Erie points.

### Columbus, Ohio, Station

Assistant Correspondent, R. KENNETT

We understand Dispatcher Sutherland has packed up his hay fever and headed for northern Michigan for about 30 days for a vacation.

Yard Operators Strope and Kennett are filling vacancies in T. M. Broughton's office during vacations.

Anyone seeking information as to the fine points on firing our road engines, ask Brakeman Steinmeyer.

Brakeman "Puss" Reytention has been awarded the "Pig Iron" undershirt for being the most contrary man in the yard.

Night Yardmaster Smith recently skinned his shins by running over a truck, causing him to be off duty a couple of nights. Be careful.

Brakeman Bull still argues that a Maxwell can climb any hill on high. Conductor Phelps doubts this; he owns an Overland.

The fight held some time ago between K. O. Griffin, our assistant yardmaster on 2nd track, and "Ole Buck Sheep," resulted in a knockout for "Buck Sheep" in the first round, "Knockout" Griffin being entirely off form.

The Railroad Bowling League was organized for the season at Gettrost Alleys on August 15. It consists of an eight-team league comprising teams from Baltimore and Ohio, Pennsylvania, Big Four, Hocking Valley and Norfolk & Western Railways. The season will start on Sept. 12. Our team will be headed by Operator Kennett and Time Keeper Coble.

Yard Clerk McCormick recently purchased property on the west side "Hill Top." Looks as though all the "nuts" are getting pretty close together.

Dispatcher H. S. Conley is back on the job after spending another honeymoon sight-seeing on Lake Erie.

Glad to see Dispatcher Fisher back on the job after a three weeks' illness.

T. M. Broughton spent a week of his vacation at Garrett. Because of no spring training I understand he stayed clear of the golf course.

Y. M. Decker recently purchased a new "Lizz-e" and now spends his leisure time in sight-seeing.

We regret to announce the death of Yard Operator Kennett's mother at her home in Wilmington. We extend our sympathy to the family.

Yard Engineer Corcoran is back on the job after four weeks' illness.

Sorry to hear of the accident which recently befell Yard Fireman Wiley, who fell from his engine and broke his arm. From all reports he is getting along nicely.

Any one seeking information relative to McCuneville ask our Night Roundhouse Foreman Jenkins. "He knows."

Brakeman Bagent is attending church quite often recently. There's a reason, though.

Brakeman Parker still argues that Pitcher Snyder is the best pitcher the Columbus club has. He may be, but still that's not saying very much.

Found: Two silver dollars. Any one losing these can have them by calling on Darby O'Hara and identifying them. Darby claims he found this money in a package of scrap tobacco. Who's next?

Operator Yeast, Pataskala, is back on the job after spending a couple of weeks on Lake Erie.

Operator R. C. Hines, Black Lick, recently had his jaw fractured by being hit by a pitched ball.

Our morning messenger boy, "Little Pinky Williams," is still on the job and can be found at Yard Office at 5.30 a. m. regularly.

Operator O'Leary, Big Walnut, is taking a leave of absence. The vacancy is being filled by Operator F. M. Hines.

James Avery, our shop track foreman, is still on the job with his line of "bull." From all appearances he is still entitled to the gold medal.

We regret to announce the misfortune which recently befell Mr. and Mrs. Strope, father and mother of Operator Charles Strope. Their home near Washington C. H. was struck by lightning, entirely destroying house and contents.

Section Foreman "Jess" Hines surely can recite poetry. Did you ever hear "Jess" recite "The Farmer"?

Operator Pierson, Norfolk & Western Crossing, was recently called to Portsmouth because of the serious illness of his daughter.

### Marietta, Ohio

Correspondent, G. R. STEEN

The produce season closed this last month with a total of 838 cars shipped from June 10 to August 12. This was the greatest season ever experienced in Marietta. If the market had held up there would have been at least 100 more cars shipped. We are looking forward to a greater season than ever next year.

The National Refining Co. has purchased 35 acres of ground across our tracks from where they are located, and already have two 15,000 barrel tanks erected. They expect to get up several more in the near future. This will move their gasoline storage from alongside our main track to several hundred feet away. There is to be a new office building, a large garage, and a complete laboratory in every detail for the purpose of making every known test of their products.

Cash Clerk Schantz, Rate Clerk Mellor and the writer spent a week end at Luke Clute, Ohio, on the Muskingum River, fishing. We are not quite sure as to whom or on what to lay the blame for our luck. Possibly it was the black cat that ran across the road on the way up or the fact that it was Sunday. Anyway we met with the usual fisherman's luck.

Last Friday, our efficient chief clerk, G. R. Steen, after having quite a time with a "darb," as he called the party from Cumberland, Md., who shared this good time

with him, came into the office Monday morning and said what a darb he had been with.

The rest of the office force, not being read up on the subject, are unable to make out just what he is referring to. For your information, he has advised us that this darb has bobbed hair, big car, and is some good looking. Will some one kindly enlighten us. We also hear that he is now inquiring about the price of furniture.

### Mansfield, Ohio

Correspondent, C. R. STONE

Car Record Clerk and Mrs. Wilbur Burr, Agent's Office, recently left for a brief vacation. Wilbur said that he expects to bring home the bacon, but neglected to say what kind of fishing bait he intended to use. Good Luck to you, Wilbur!

The writer recently returned from a brief vacation at Ironton, Ohio, where he was formerly located. The roads are in fine shape and only trouble found was below Chillicothe, Ohio, where small creeks had washed away temporary bridges and we had to wait until the water had receded in order to cross without stalling the motor. Garden truck seems to be more plentiful in that section of the country. There were stands selling all kinds of fruits and vegetables along the highway. Many tourists took advantage of it.

W. O. Stockwell, popular agent, Mansfield, is getting his fishing tackle ready to try it out on some of the large lakes.

A. R. Bird enjoyed a brief vacation and is on the job once more. Amsey says the old FORD rambled right along. We all agree that his Ford makes more noise on the road than any Packard that has been built.

The rest of the yardmen seem to be waiting until the snow flies before taking their annual vacation, in order to make things hot for the "cotton tails." We trust that we may enjoy a feed this year instead of the "How it was Done" story served last year.

The canning season is in its glory just now, judging by the numerous shipments arriving, viz.: fruit jars, jar caps, jar rubbers and sealing wax. Mansfield is one of the towns where a full cellar in the winter looks good and tastes better.

H. C. MacDougal, truckman, local freight house, enjoyed a vacation at Fairmont, W. Va. and surrounding country, "Mac" says he is the village cut-up and he can hardly get away when vacation time is up.

The Mansfield Tire and Rubber Co., this city, are enjoying a nice tire and tube business in the West, judging by the number of shipments the Baltimore and Ohio has received for points in Montana, California and Texas.

We are always glad to mention increasing business of any local firm; it helps the city as well as the roads receiving the outbound and inbound shipments.

Robert Kaufman, the efficient Over and Short clerk, says that all he wants now is a Ford coupe and he will be all set for winter. "Bob" is always asking the Auto Club about roads to Mt. Vernon, Ohio. Why?

Christmas is surely coming, as suggested by the holiday goods that are beginning to arrive. I suppose Santa Claus will be as prominent as usual. Where is the man that won't accept the job as Santa Claus? Certainly the spirit manifested at Christmas time is stronger than that at any other holiday.



**Akron Division**

Correspondent, J. A. JACKSON

Miss Martha Adams, clerk, Division Engineer's Office, is the latest addition to our Baltimore and Ohio Family.

A. P. Zeitler, time clerk, Division Accountant's Office, has returned from a week's visit in Mayport, Pa. "Zeit" spent most of his time in hunting ground hogs and coons, and while he reports making several nice catches, we are not in a position to verify his statement. He promised us a nice feed, if he had any luck, but we haven't seen any feed yet???

C. W. Lindrose, M. of W. timekeeper, enjoyed his vacation in Cleveland, Ohio. "Lindy" doesn't believe in wandering far from his own fireside.

L. W. Killums, formerly of Flora, Ill., has been transferred to the Division Accountant's Office, Akron, as M. P. stenographer.

Charlie Kuehney and Miss Katherine McDowell, Division Accountant's Office, are back on the job again after a week's illness. (No! Wrong Again.)

"Bob" McClain, chief dispatcher's clerk, Akron, accompanied Chief Clerk W. W. McGaughey to Toronto, Ontario, and other Canadian cities for a two weeks' vacation.

Yardmaster C. D. ("Red") Updegraff, Haselton, Ohio, nearly caused a panic in the fish business after his trip to Conneaut Lake. "Red" is considered the best bull head fisherman in the Mahoning Valley, and when he goes fishing he generally catches fish.

H. L. Evans, H. S. Sherman, J. H. Buckner, A. W. Colnot, J. B. Clarke, C. E. Jenkins and Harry Turner are New Castle Junction employes who enjoyed a successful fishing trip to French Creek, Pa. They report a pleasant time and plenty of fish.

Boiler Foreman D. E. Sturdevant, New Castle Junction, was sorely bereft in the death of his mother, which occurred on Tuesday, September 5, at her home in New Castle, Pa. Our sincere sympathy is extended to Mr. Sturdevant in his great loss.

Irene Jones and Pearl Thompson, Superintendent's Office, enjoyed their annual vacation with friends in their old home towns—Miss Thompson in New Castle, Pa. and Miss Jones at Scranton, Pa.

Chief Dispatcher Jay Phelps and Al Harris, Division Engineer's Office, sang a program of popular songs at the W. O. E. Broadcasting Station of the Buckeye Radio Co. on Friday evening, September 15. These boys' services are in great demand just now, and any time you hear of their being on the program be sure to "listen in." You'll hear something worth while.

"Tommy" Williams, Division Accountant's Office, and whose graceful figure adorned the pages of our August issue, nearly saw his first big league baseball game on Labor Day. After taking several lessons from Jack McCarthy on how to act at a big league game, he made arrangements to take in the Pittsburgh—St. Louis game at Pittsburgh. Of course he had to get up at 3 a. m. to catch No. 6, but when the appointed hour arrived, "Tommy" could not be moved with a team of mules. The result was he did his rooting on the sand lots of Akron. But he says he will see the big game some day, just to see how they act.

John Scrafford, formerly of Newark, Ohio, but who has been working in Akron for the past six weeks, just can't stay away from his old haunts, and makes a week end trip every Saturday. John admits this is his first experience in a big city, but thinks his homesickness will wear off after the first five years. (Stick to her, John.)

Mary Beggs vacationed in Freeport, Ohio, and Ed. Meriman hasn't been the same since she went away. It's awful, Ed, but when absence makes the heart grow fonder, it's the time, the place and then the girl.

Thomas Thornton, formerly tank foreman, New Castle Junction, has resigned to accept a similar position with the P. V. & W. at Pittsburgh. We know Tom will make good, and the best of wishes for success are extended from his many old associates on the Akron Division.

Miss Mercedes Rennie has accepted the position of stenographer, Master Mechanic's Office.

Miss Grace Griffith has been promoted to stenographer, Division Engineer's Office, succeeding Dora Carlson who resigned to accept employment in New Castle, Pa.

**Massillon, Ohio**

Correspondent, W. E. BRUGH

Bridge Inspector J. T. Sidaway, who was overcome with the heat on September 8, while building a new sand house at Massillon Roundhouse, returned to duty on September 13. I guess "Sid" knew it was pay-day, so he hurried up and got well. Good luck to you "Sid."

Fred Gump has entered our employ as a carpenter, working for Bridge Inspector J. T. Sidaway. This is a good Company to work for Fred. We wish you much success.

Baggagemen Floyd J. Weirich went squirrel hunting in the vicinity of Coshocot, Ohio. Unofficial reports say that very few squirrels were left for other hunters. Real "hogs," we call it.

Tom Koester has entered our employ as night roundhouse foreman, Massillon.

Operator "Dad" Landis, "CO" Tower, was in the market for some peaches, so Harry Malone, train rider, was the lowest bidder and filled the order. Nice peaches, weren't they, "Dad." Harry would make a good commission merchant.

**Cleveland Terminals**

Correspondent, G. R. LITTELL

Glad tidings to the effect that our friend General Agent H. B. Green is now on the road to recovery from his recent serious illness. The entire Cleveland Terminal offices are looking forward to his return to duty.

Team Track Foreman A. Braun, Columbus Road, and Miss Ethel Schaffer were married on August 23. After a short honeymoon at Niagara Falls, they are at home to their friends at 3906 Dennison Avenue, Cleveland, Ohio. Good luck to you, "Buster."

Miss Pearl Bland, abstract clerk, left our service on August 19 and was married to Mr. Paul Carnick on August 30, at her home in Huntington, W. Va. Mr. and Mrs. Carnick will make their home at 1273 Idlewood Avenue, Lakewood, Ohio, after September 15. They have our best wishes.

A. P. Krause, claim clerk, and Miss Blanche L. Hunting were married on September 2. They are making their home at 1485 E. 135th Street, Cleveland, Ohio.

Thomas O'Hara is spending his vacation at Mt. Clemens, Michigan. It is not known how Tom can survive for one week on spring water.

R. G. Davison is wearing a broad smile with very good reasons. It is a girl.

Fred McCormick, assistant agent, Brooklyn Station, is much discouraged because of not being able to take all business offered. Fred is a live wire for the Baltimore and Ohio.



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2-4 Maiden Lane New York**

E. L. Kimes, switching clerk, has resigned to accept a position elsewhere. Best wishes from entire force!

It is rumored that W. Cline, chief rate clerk, should be married. Don't be afraid to ask, Warren.

Sam Holcomb appeared with a new Jewett car. Watch your speed, Sam!

Leo K. Smith, clerk, Lake Warehouse, passed the cigars. Reason? A 7 pound girl.

It is a fact that Miss Hilla Hinger was secretly married last March to Mr. William Hosford. It is never too late to extend our best wishes.



### Chicago Division

Correspondent, F. N. SHULTZ  
South Chicago

Correspondent, ESTHER SPREENBERG

The noon hour is now the best hour of the day for our boys here. The game of horseshoe is being played and it is really hard to say who is the real champion. "Tommy" Kernan, our genial yardmaster, and "Joe" Stack, chief yard clerk, seem to take even honors, but our other boys are running mighty close, and it is not an easy matter to judge.

If there are any other champions on the Division who THINK they can beat our boys, let them arrange to communicate with Thomas E. Kernan, president, "Horseshoe Throwers' Association," for games.

We are very sorry to lose our Eastbound—Wolf Lake utility clerk, R. M. Shafer, who is leaving the service to handle his father's business at Milford Junction and thereabouts, because of the latter's illness.

Don't forget your friends at South Chicago and Wolf Lake, "Shafe," when you get back home.

"Jimmie" Crinion is riding merrily along in his Dodge. What could be sweeter? But, tell us, "Jimmie," who is the beautiful damsel that always occupies the front seat?

Speaking of rings, I understand that another ring has exchanged hands. No, I shan't tell a soul, but (don't feel disappointed) this doesn't happen to be an engagement ring. Oh, well, only time will tell, when another ring will be forthcoming, and then I'll have some good news for you.

We are anxious to see your new car, John. Don't forget to drive down here and let us pass judgment on it. Always remember that the girls at the office are the best judges of such things. Just enough room for all of us, John?

### Willard, Ohio

Correspondent, CARL C. CLUGGISH  
Mrs. Aletha Clark, formerly Miss Aletha

Brooke, has left the service of the Baltimore and Ohio to take up another line of work, that of managing a household. Mrs. Clark has been employed as report clerk for the last five years and her new work will be somewhat different. However, we believe her husband to be a very patient man and willing to put up with Mrs. Clark until she has passed the stage where all she needs to prepare a meal with is a can opener. Just the same, Aletha, you have our best wishes.

J. P. Coats, general foreman, Willard shops, was taken to the Garrett, Indiana Hospital on Tuesday, August 29, to be operated on for appendicitis. Mr. Coats seems to be getting along very nicely so far, and we wish him a speedy recovery.

Yard Brakeman C. H. Gossert suffered a severe cut on his left foot recently, the result of being thrown back on to a piece of sheet tin while releasing a brake. We hope that nothing more serious will develop from this injury.

Miss Gladys Stenger has entered the ser-



THE AGENT AT PORTSMOUTH RAN AWAY AND HID WHEN THESE PICTURES WERE TAKEN

1—Yard Engine No. 1583, Engineer Davison, on its way to theash pit. 2—First Trick yard crew: Engineer John Davison, Brakeman D. Ladd, Foreman J. Maynard, Brakeman H. Horner, and Fireman T. C. Farabee. 3—Yard crew placing engine 1475 on Train 52. 4—Portsmouth passenger station. 5—Fireman Maynard telling Brakeman Horner to behave or he'll "get the leather." 6—Engineer Spangenberg and Conductor Moore, Train 52



vice as secretary to Terminal Trainmaster J. B. Hersh, in place of C. C. Cluggish, transferred to Mr. Kopp's office.

Visitors to Willard and passengers traveling through on our trains notice the great improvement in the appearance of the property northeast of the Depot and immediately across from the target shanty. All of the old shacks have been torn down, the ground leveled and graded, new buildings and new fences have made a wonderful improvement.

Chief Yard Clerk W. G. Gullung, East-bound Hump, and Yard Brakeman G. G. Fackler have returned from their vacation trips. Mr. Gullung was up in Minnesota on a fishing trip. He tells of the large fish that he caught, but, of course, we have a perfect right to our own thoughts. Mr. Fackler took a trip to Los Angeles, California and had a fine time.

Anyone desiring to take a short but intense course in whittling will please make application in writing to E. Woolwine. Mr. Woolwine guarantees satisfaction or money refunded.

We wonder what J. M. Barnville intends to do with all the money he has won on baseball prizes during the past season.

**Ohio Division**

Correspondent, A. E. ERICH

Someone has said, "The bluebird brings happiness, but the stork brings a \$200.00 tax exemption." Such good fortune has come to Mr. and Mrs. G. H. Flagg, when they announced the birth of a nine pound girl. Mr. Flagg is chief clerk to the storekeeper at Chillicothe. The little lady has been given the name of Betsy Ross Flagg.

On August 31, "Phil" Hixon, clerk, Division Accountant's Office, was presented with a baby boy, weighing nine pounds. He has been all smiles ever since.

W. Kibbey, who has been agent at Fire Brick, Ohio, for a number of years, is now at Hamden, Ohio, filling the agency at that point. R. H. Howser, who has been handling the Hamden agency temporarily since Agent C. Brown has been promoted to Wilmington, Ohio, will be transferred to Melvin, Ohio.

Other changes in agencies, Miss Eleanor Goda, agent at Cuba, vice J. P. Clark, transferred. Miss Elizabeth Bien appointed agent at Little Hocking, Ohio.

Ralph and Gilbert Briggs have just recently come to this division, working as extra operators. We wish them success.

We are glad to announce that M. O'Donnell, conductor, who has been off duty since May, taking surgical treatment at Baltimore, is greatly improved.

Our sympathies are extended to Conductor C. P. Cleveland in the death of his mother.

Fireman E. L. Gross just recently signed a life contract. We wish him and his bride a happy married life.

A small boy standing in the middle of the track with a train approaching at a speed of about fifteen miles per hour, and observed by engineer when about five car lengths away! This was the experience of Engineer Roy Wilbur on September 1, when in charge of train 86, engine 2790, approaching Pleasant Plains. He sounded the warning whistle, started bell ringing, applied brakes in emergency and Fireman O. Cooper jumped from engine and ran ahead in an attempt to get the boy off the track, but before this could be accomplished, pilot had struck him and knocked him down, and he was hidden from sight by the engine. After stopping, and going to engine, with

the expectation of finding a mangled body, Engineer Wilbur found the boy crawling around under the engine and assisted him from underneath between the drivers. The lad's name was Ralph Lake, age four years, of Pleasant Plain. On examination, it was found that there was no apparent injury. Engineer Wilbur is undecided as to calling this an accident or a miracle.

Cornelia Gilsdorf, fair stenographer, Is wearing a brand new ring; It announces her engagement— 'Spect a wedding soon 'twill bring.

In further reference to the above, we tried to obtain a photograph of the happy bride-to-be, and almost had it, but were promptly and politely "thrown" out of the Division Accountant's Office, by the party of the first part. Maybe we will have better luck the next time. Anyway, we congratulate "Cornie."

The Safety Agent "SEZ:" "A daughter was born at my house." The little one, weighing eight and three-

quarter pounds, has been named Mary Baker Allison, for her maternal grandmother. Congratulations, "Bill!" Of course, the other three girls are very proud of their new sister.

The "current rumor" mentioned in the Ohio Division notes, August issue of the MAGAZINE, will, in all probability, become a reality before this appears. At the present writing Miss Mildred Curtis has been granted a leave of absence from her duties as tonnage clerk, and—well—we expect to be able to have a photograph of the happy pair in these columns.

Conductor "Tom" Brown celebrated his golden anniversary as a conductor on September 6. Mr. Brown started service as a laborer on November 1, 1868, and resigned from that position March 10, 1869. He was reemployed on the old M. & C. as freight brakeman in March, 1870; promoted to freight conductor September 6, 1872, and to passenger conductor July 1, 1887. At present he is holding turn on

# Do YOU Know the English Language of To-day?

Are you familiar with the wealth of new words with which our already wonderfully expressive tongue has been enriched since the Great War—even during the past few months? Have you amplified your vocabulary with all of them? Can you, on the instant, use them correctly in your conversation and writings? Do you fully comprehend their true meaning when you see them in the current newspapers, periodicals, and books, and in your daily mail—when you hear them on the

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|------------------|------------|-------------------------------|------------|
| Jugo-Slav        | Maximalist | questionnaire                 | gas-helmet |
| Rainbow Division | Bob        | shock troops                  | proration  |
| Soviet           | Pussyfoot  | baby bond                     | pragmatic  |
| Czecho-Slovak    | nose dive  | Novoritz                      | flurry     |
| Cassini          | maxill     | anti-aircraft                 | etc., etc. |
| Jazz-band        | Avialik    | You're Sure to Find It in The |            |
| Becker           | Slightly   | Volume This Coupon Brings You |            |
| Paraphrase       | dud        |                               |            |
| Saint-Michel     | Anzac      |                               |            |



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Nos. 1 and 4 between Cincinnati and Parkersburg. Although he was 71 years of age on April 25, this year, he is hale and hearty and rendering excellent service. He has but one entry on his record during this entire service, and that a COMMEND. His many friends rejoice with him in his long and meritorious service, and wish him many more years of health and happiness.

#### REMEMBER

A little CARELESSNESS a lot of CAREFULNESS  
may spoil CAREFULNESS CARELESSNESS  
SAFETY FIRST FOR ALL  
ALL FOR SAFETY FIRST

### St. Louis Division

Correspondent, H. F. SMITH

We are sorry to report the serious illness of Caller Frank Wright, at Flora, it being necessary for him to be removed to the hospital at Olney for treatment. Frank has been on the job so long and is such a steady worker that his absence is conspicuous. Rex Gill is juggling the crews during his layoff.

L. A. Smiley, genial chief clerk to master mechanic, can pilot a Ford successfully, but evidently finds it difficult to handle a Buick. Some few weeks ago he landed a five passenger Buick in the ditch on the State Road while attempting to pass a Ford driven by a woman. "LAS" says you never can tell which way they are going.

Arlo Malinsky, general clerk, Accounting Office, is the proud father of a baby boy which has been named David. His dad, Yard Engineer Malinsky, Flora, now a chesty grandfather, surely has been slamming the box cars around the last few days. In this same line, it has been reported that George Huffman tried to feed his baby ice cream the first day. Malinsky hasn't told us yet what he tried to do to his new heir.

In the spring a young man's fancy lightly turns to love. In the fall they become more serious; some get married (such as Arthur Mendenhall); others decide to wait a while longer; then, again, there are others who do things secretly.

J. H. Bourgholtzer has been transferred to M. of W. Bureau, Accounting Office; R. S. Isenogle to statistical clerk, Master Mechanic's Office; W. E. Davis to bill clerk, and Miss Olive Stantz is filling the vacancy made by Miss Hemmick who has been granted a leave of absence.

Every Day: "Zuke" tells a funny story, "Mac" quotes poetry, "Woody" makes his bow, Pearl writes to Charles, Stella vamps, Edna gets fatter, "Van" Fossen stays fat, Grace lectures Hubie, Hubie wrecks a home, Alto is Tony, Henry wants someone to love, Bernetta goes to an ice cream social, Hogan "is married."

Prohibition may be here to stay, but it is observed that there is one in the Accounting Office who is "Foxy" enuf to have "Beer" occasionally.

Winter is coming soon and darkness will set in rather early in the evening, but we don't worry since we have the two "Glowing Red Embers" (Harold and Olive Stantz) in front of the office.

And then he took up golf. Boy page Chick Evans for Bingo!

The last report from the judges of the Talking Contest which opened last Monday, is as follows: First place, Ruth Kauffman and Dorothy Fitts, tied; Second place, Sam

Newby; third place, Jesse Hoover. This contest is open to any one able to speak English and we would like to hear from a few others. No, Henry, you can't enter.

E. A. Dykins has returned to duty after a 90-day leave of absence. No serious changes noted.

The Breese switcher has again been restored upon the opening of the coal mines, and because of the heavy run after the long period of idleness two crews have been working.

On Tuesday, September 5, Trains 47 and 48 and 42 and 43 were temporarily annulled. This resulted in quite a shake up of train and engine crews and Brakeman Lewis and Baggage man Lyons, who have not worked out of Flora for some time, have been down to get re-acquainted.

Clerk Leonard Kellums recently returned from the Mayo sanitarium at Rochester where he had gone for treatment of an ear affliction. We are sorry to report that he was informed that nothing could be done to cure him.

This rhyme will tell of the personnel—M. of Way Office—you know them all well: John Hewes, Jr., division engineer, He greets everyone with a smile when he's here.

His able assistants, Charley S. and Newhouse,

Assistants on corps: Dawson, Morrison, Shouse.

They handle the work with a vim and a vigor,

If you want an estimate they will give you a "figger."

The master carpenter, George W. Young, He builds, paints, repairs, keeps everything plumb.

Whitmore, Sig. Super. (We all call him "Whit")

Keeps interlocking plants and signals all fit. Cliff Morton, chief clerk, though not very tall,

Handles work with dispatch and sure hits the ball.

The D. F.'s secretary, who's ever steady, Is Martha Jane Burgess, you know her already.

Pearl Kautman, stenog to our Chief Clerk Morton—

Each noon Pearly writes to "Chas.," who's at Cortland.

Edna Humes, M. of W., has poetic fever, She wrote all these lines and hopes you'll forgive her.

Let's all pull together, "TEAMWORK" be our Aim,

"For the good of the service" is our little game.

### Toledo Division

Correspondent, EDWARD M. MANNIX

#### East Dayton, Ohio

Despite the unsettled conditions on our railroads, it is pleasing to note that the earnings for the past year, as reported to Congress, have shown an increase over the previous year. Entering the year under depressed conditions and encountering the various obstacles, it speaks volumes for the railroad operations in the United States.

It would be impossible to pass the beautiful and suggestive cover of our August Issue of the Baltimore and Ohio Magazine. It recalls to our mind that beautiful pastime, "gathering in the sheaves," and the great teaching of "As ye sow, so shall ye reap."

One of our recent acquisitions to East Dayton roundhouse is Dr. H. R. Hughes, most pleasing personage—an expounder of the doctrine of Safety First, and a careful and watchful student of the sanitary conditions at East Dayton. Acting under instructions from Superintendent R. B. Mann, he is leaving nothing undone to keep East Dayton in its well earned position and a criterion for all. Welcome, Doctor!

I cannot refrain from using the names of Master Mechanic A. E. McMillan and General Foreman W. A. Gilmore, as much as they dislike notoriety. Being in close touch with them during the past 60 days impresses me with the real meaning of loyalty. No selfish thoughts or aspirations, only working to the extent of their strength to carry out orders in these trying hours. I could write volumes from my own observations.



AT PARKERSBURG, W. VA.  
General Foreman H. E. Whitener (left), and "General" G. A. Bowers (right). G. A. has been doing special work at Parkersburg



Announcement was made recently of the marriage of Miss Helen O'Neil, Master Mechanic's Office, to Mr. Arthur Kinninger, of our city. The wedding will occur in the early part of October. Congratulations, Mr. and Mrs. Kinninger! May Good Luck follow you.

A charming and pleasing addition to the Master Mechanic's Office is that of Miss Luella Balcom, formerly of the Agent's Office. She seems to like the place right well. Can't help it; East Dayton is the garden spot of the division.

Roy Kepner, night crew dispatcher, seems to be mighty popular with the fair sex (so I am told). When one hears such expressions as "Aint he just too cute?" "Isn't he a darling?", etc., it's about time to hand it to Roy on a gold platter—"Tuff."

The Careful Crossing Campaign has more than fulfilled its purpose; it has called to our minds the awful consequences of Carelessness; it has awakened a fear of the railroad crossing in the minds of the careless. Statistically, it goes down in history as the most educational campaign ever undertaken by the combined railroads of our country. Time will never erase the teachings and the lesson this Campaign has taught.

The sad news of the death of William W. Barnes, a veteran in the service of the Baltimore and Ohio, has just reached us. He died on July 21 at his home in Dayton, Ohio.

For thirty years Mr. Barnes was supervisor of bridges on the Wellston and Toledo Divisions, and only relinquished his position when ill health bade him stop. He possessed a noble character, easily made friends and retained them, and was loyal to the core.

The burial service was in the United Memorial Church, of which he was a life long member, and as the Rev. Gibson closed his eulogy, every eye was moist with tears for him they loved so well. He was buried in Woodland Cemetery and as the shadows were falling, the whispering of the breezes seemed to say "Rest in Peace."

He is survived by his wife, Mary C. Barnes, his sister, Amanda, and a brother, Jesse Barnes.

Dayton, Ohio

Division Accounting Office

Correspondent, G. M. McBRIDE

"As a man thinketh in his heart so is he."

Another has been adopted into the Baltimore and Ohio family. On Saturday evening, September 9, the stork visited the home of Mr. and Mrs. Don F. Harker and left in their keeping a darling little baby girl, weight 7½ pounds. They were delighted with the stork's visit and have given her the name of Mary Jane. Her daddy says he only weighed 5½ pounds, so she has a fair chance of becoming as big as he.

Although we do not have the particulars, we are glad to report the marriage of David E. Snyder and Mary E. Weaver sometime in August. Congratulations!

Beware of leaving your lunch lying around unguarded. One girl recently got a 10 cent sandwich for 5 cents. It happened this way. The lunches had been purchased and everybody was washing her hands. One girl took what she thought to be her lunch. When she opened it she was more than pleased to find a boiled ham sandwich, which she waded into heartily. How pleased she was could only be told in the expression in her face, which was wonderful. Along

came Mary Atkinson with her lunch. She opened it and to her surprise she found a 5 cent sandwich, when she had bought and paid for a 10 cent one. Thereupon Luella—detective that she is—pointed an accusing finger at Gertrude, telling her that she had, in her haste, taken the wrong lunch. The look of happiness changed and was replaced by one of disappointment, for how could she make up for her mistake? Luella, always quick to remedy things, took Gertrude's cake and gave it to Mary, which righted matters with everybody concerned. Motto: Be careful where you lay your lunch.

Louis Roehm was found walking down Third Street at an early hour one morning wheeling a baby carriage. When I got up close enough I discovered that inside of it was a huge market basket. Will some one please tell me whether he was walking in his sleep. (Perhaps the baby was crying and he got up and thought he was taking it for a walk), or was he merely out for a good time?

At 12 noon on August 16, Clarence C. Schmieding and Helen G. Young were united in marriage, in the presence of the immediate families and friends. After the ceremony they left for Detroit, Michigan, and points in Canada. Those in attendance at the wedding were: Oliver Goerner, car service clerk, Agent's Office, best man, and Robert Nietert, interchange clerk. The usual number of tin cans and placards were displayed immediately following the wedding. Mr. Schmieding is identified with the Agent's Office and his many friends extend their heartiest congratulations. Mrs.

Schmieding is an accomplished young lady and is known to a number of Baltimore and Ohio folks who extend their best wishes.

## Watch for the Riverside Y. M. C. A. Posters!

THE Baltimore and Ohio Young Men's Christian Association at Riverside is making ready for two big ventures. Watch the posters and you will know just what they are doing. They are to have a large share in the nation-wide drive for membership between October 24 and October 31 in which they will need the help of the Baltimore and Ohio folk.

Then comes the annual oyster supper, to be held on November 7, 8, and 9. Those who have attended these suppers know just what they mean. Come out, everybody, and sample some of the splendid cooking of these railroad men's wives, sisters, and sweethearts, and incidentally enjoy a pleasant evening.

### Cattle in Spain

This is a true story of an adventure of two lady artists in sunny Spain.

They were walking, and arrived at a little country inn—hot, dusty and thirsty. They couldn't talk Spanish, but wanted some milk badly, so one of them drew a most beautiful high-arted cow, while the other jingled some coins.

The Spaniards looked, and a boy was sent off post-haste.

In half an hour the boy returned, hot and triumphant—with two tickets for a bull-fight.—*The Beaver.*



## Safety Roll of Honor

The following named persons have contributed toward the safety of the Baltimore and Ohio by keeping their eyes and cars open for all irregularities, and have been commended by their officers for their watchfulness and prompt action. We are proud to record their names here.

### Baltimore Division and Baltimore Terminal Division

Patrolman G. W. Hisley. July 31. Observed brake rigging down on Baltimore and Ohio 147573. Notified operator to stop train. Train stopped, brake rigging adjusted.

Assistant Signal Maintainer J. E. Pierson. August 7. Noticed something dragging on Train No. 99. Notified operator, Singery Tower. Train stopped at Elk Mills for water. Crew notified. Investigators found brake rigging down and dragging under Southern 39508. Rigging removed.

### Monongah Division

Foreman C. A. Andrick, G. & B. District. August 18. Felt severe jolting of cab. Discovered a badly broken rail just west of Buck Mine. Jumped from cab, ran back to Century Junction, called operator. Operator got trackmen who were working nearby to repair condition at once. Eighteen inches were broken from rail.

### Akron Division

Yard Brakeman C. R. McConnell. August 30. New Castle Junction. Observed and reported broken flange on Baltimore and Ohio 221667.

Section Foreman A. Bonaui. August 27. Berea. Discovered brake beam dragging in train No. 91.

### Ohio Division

Operator G. G. Doherty. August 27. Columbus, Ohio. While P. R. R. engine was pulling over Baltimore and Ohio crossing, "GN" Tower, observed something wrong at middle of train of 25 cars. Called to flagman, train stopped. Investigation showed pair of trucks on C. & O. 29853 had derailed, caused by loose drop door under wheels.

### Toledo Division

Operator E. F. Stenger. June 18. Noticed C. & E. I. 186462, car of road, had bent axle. Notified conductor in charge. Car set off at Miamisburg. Found necessary to have new wheels before car could be moved.



# Accurate Weights Insure Correct Freight Charges

Gains in Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight During July, 1922

Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in the revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer.

EASTERN LINES		EASTERN LINES—Con.	
STATION	AMOUNT	STATION	AMOUNT
Allegheny, Pa.	\$ 99.21	Wilsonburg, W. Va.	\$ 2.60
Belington, W. Va.	6.17	Miscellaneous	*4.96
Boswell, Pa.	5.95		
Bridgeport, W. Va.	6.18	TOTAL	\$2,620.40
Brunswick Transfer, Md.	789.70		
Buckhannon, W. Va.	8.25	WESTERN LINES	
Burnsville, W. Va.	4.22	STATION	AMOUNT
Camden Station, Md.	9.94	Akron, Ohio	\$ 53.18
Charleston, W. Va.	19.72	Barberton, Ohio	2.34
Clarksburg, W. Va.	99.11	Beardstown, Ill.	1.17
Clendennin, W. Va.	4.10	Canton, Ohio	28.67
Confluence, Pa.	5.17	Chicago, Ill.	386.00
Connellsville, Pa.	14.73	Chillicothe, Ohio	8.54
Cumberland, Md.	34.41	Cincinnati, Gest St.	2.57
Fairmont, W. Va.	10.43	Kenyon St.	326.61
Gassaway, W. Va.	32.20	Smith St.	136.42
Gilmer, W. Va.	5.14	Cleveland, Ohio	286.45
Grafton, W. Va.	2.00	Columbus, Ohio	122.33
Graham, W. Va.	2.08	Dayton, Ohio	237.13
Holopple, Pa.	3.43	Defiance, Ohio	1.95
Huntington, W. Va.	26.94	E. St. Louis, Ill.	98.86
Jane Lew, W. Va.	5.63	Elyria, Ohio	22.31
Kane, Pa.	3.32	Fostoria, Ohio	2.37
Laurel, Md.	1.99	Greenfield, Ohio	19.68
Lost Creek, W. Va.	3.26	Lima, Ohio	28.40
Martins Ferry, Ohio	3.79	Lorain, Ohio	4.69
Moorefield, W. Va.	25.77	Louisville, Ky.	133.66
Morgantown, W. Va.	31.59	Mansfield, Ohio	33.22
Moundsville, W. Va.	18.81	Martin, Ky.	9.38
Mt. Pleasant, Pa.	1.24	Maynard, Ohio	1.27
New Martinsville, W. Va.	2.81	Mt. Vernon, Ohio	2.61
New York, Pier 22, N. R.	2.65	Newark, Ohio	4.32
Parkersburg, W. Va.	119.36	New Castle, Pa.	28.98
Piedmont, W. Va.	4.42	North Vernon, Ind.	3.01
Pittsburgh, Pa.	338.65	Springfield, Ill.	4.44
Ravenswood, W. Va.	13.34	Tiffin, Ohio	4.62
Richwood, W. Va.	11.21	Toledo, Ohio	11.27
Rockwood, Pa.	2.55	Vincennes, Ind.	8.88
Sistersville, W. Va.	62.66	Willard, Ohio	47.04
Somerset, Pa.	3.66	Youngstown, Ohio	3.73
Spencer, W. Va.	27.19	Miscellaneous	*4.59
Timber Ridge, Va.	3.30		
Uniontown, D. C.	7.31	TOTAL	\$2,070.69
Washington, D. C.	27.20		
Washington, Pa.	1.67	Total Eastern Lines	\$2,620.40
Weston, W. Va.	25.00	Total Western Lines	2,070.69
Wheeling, W. Va.	600.01		
Wilmington, Del.	75.37	GRAND TOTAL	\$4,691.09

## SUMMARY

	WESTERN LINES	EASTERN LINES	TOTAL
January	\$ 2,646.17	\$ 503.34	\$3,149.51
February	2,381.58	1,014.09	3,395.67
March	2,093.14	1,115.47	3,208.61
April	2,513.52	1,917.37	4,430.89
May	2,485.56	1,842.61	4,328.17
June	3,442.69	4,089.58	7,532.27
July	2,211.46	2,547.12	4,758.58
August	2,070.69	2,620.40	4,691.09
Total	\$19,844.81	\$15,649.98	\$35,494.79

\* Various stations showing increases in revenue less than one dollar.

A. E. DAY, Chief of Weighing Bureau, Transportation Department



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Brother's Suit -	"	\$10 <sup>00</sup>	"	\$8 <sup>48</sup>	"	\$1 <sup>52</sup>
Sister's Dress -	"	\$11 <sup>50</sup>	"	\$9 <sup>50</sup>	"	\$2 <sup>00</sup>
<b>Total Saving -</b>						<b>\$9<sup>04</sup></b>



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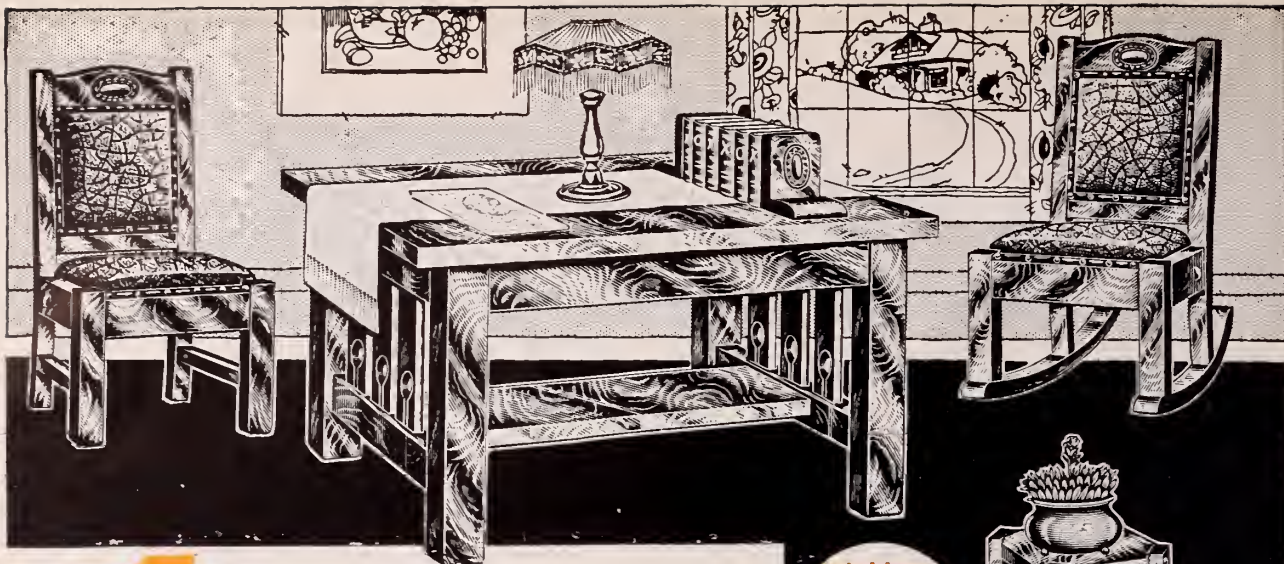
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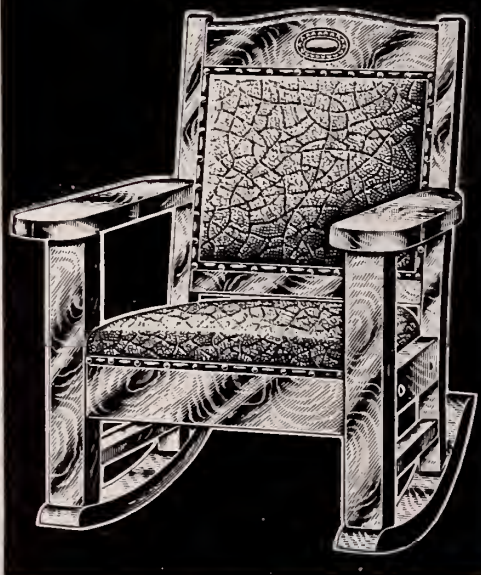
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# Baltimore and Ohio Magazine



November

1922



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Name .....

Address .....

City..... State.....

**For  
Regular  
and  
Stout  
Figures**



# Baltimore and Ohio Magazine



Volume 10

Baltimore, November, 1922

Number 7

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employees. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



C.H.D.



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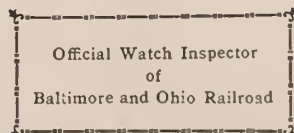
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## On the Baltimore and Ohio

By *James Edward Hungerford*

Illustrated by *Robert L. Heiser*

Down the steel highway we go with a whiz!  
Knowing the zest of what real travel is!  
Over a roadbed—the best of the best;  
Smoother than velvet—and built for just rest;  
Hearing the heart of the engine athrob,  
Pulsing and singing with joy on the job;  
Everything tip-top, an' "comfy," an' fine—  
Travel's just home on the B. & O. Line!

Catching fleet glimpses of valleys and hills;  
Gulches and hollows, and ripplin' white rills;  
Pine-crested peaks, with their heads in the sky;  
Mountains uprearin' their shoulders on high;  
Whizzing past whirlpools, and big water-falls;  
Flitting through gorges, with gray granite walls;  
Smelling the perfume o' balsam an' pine—  
Travel's just home on the B. & O. Line!

Sweet is the song of the engine's exhaust—  
Music once heard, that can never be lost;  
Zipping along down the highway o' steel;  
Knowing the joys of railroading that's real!  
Headlight a-shining, agleam in the gloam;  
Everyone happy, and feeling at home;  
Everything t'p-top, an' "comfy," an' fine—  
Travel is home on the B. & O. Line!





# BALTIMORE AND OHIO MAGAZINE

*Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes*

VOLUME 10

BALTIMORE, NOVEMBER, 1922

NUMBER 7

## Railroad Experience Is Splendid Training for Any Business

System, Regularity, Punctuality, Courtesy, Economy, Tact, Safety, Toleration, Loyalty—These Cardinal, Railroad-Taught Principles Are Stepping Stones to Success

*By Joseph Z. Terrell*

Warden, West Virginia Penitentiary, and Former Agent at Keyser, W.Va.

IF the readers of the Baltimore and Ohio MAGAZINE will pardon necessarily frequent references to myself, I would like to submit a few observations in answer to the often asked question "DOES RAILROAD TRAINING PAY?" especially as viewed from the standpoint of telegraphers, clerks and station service employes. The evidence is offered, not because the writer is a shining example of what such training will do, but with the hope that it may convince some of those in the service who think they are wasting their time, that besides being employed in one of the most interesting occupations to be found, they are at the same time—if they take advantage of their opportunities—fitting themselves for a place in almost any other line of business.

### "They Always Come Back for More—"

It is certainly not the purpose of this article to encourage anyone to use a position with the railroad as a convenience or as merely a stepping stone to something else. My intention is just the contrary, for in addition to being the best training school for other fields of endeavor, railroad employment is the most fascinating, and at the same time about as remunerative as any other occupation to be found. Many of those who leave the service come back, and the few who leave for one reason or another and do not come back, usually make good in whatever line of work they take up.

### "—Or Make Good Elsewhere"

Being a telegrapher myself I am naturally interested whenever I run across a man of that trade who has

forsaken the brass ticker and taken up something else and I have known of but few who were not making good. You can find old time telegraphers engaged in other business everywhere and they are, as a rule, at the head of the enterprise. Their past experience as telegraphers, especially if they were railroad telegraphers, has given them a training in concentration of mind, attention to detail and systematic action, which has fitted them for almost any line of business.

Take a clerk, for instance—not the fellow who works on one book or who does one particular thing all the time, but one who has a variety of duties, such as station accounting work, cashier, ticket seller, rate clerk, handling car service or billing and receiving freight—that man or woman gets a training and experience that will fit him or her for anything, if the nerve is there to try it. On the other hand we can take one who is called a good bookkeeper, with a diploma from some business college and considerable experience in a commercial establishment, put him in a railroad office where he has a variety of duties, and in many cases he will be a lamentable failure until he has the work drilled into him as we have had.

### Great Opportunity for Agent

But the man who gets the greatest and best training of all is the agent in charge of a freight and passenger station in the ordinary town with a population of from five to ten thousand. Such a station is too large and the details too many for the man in charge personally to look after everything, while as a matter of economical operation the place is too

small and the business insufficient to justify organizing along the same lines as a large terminal. The smaller town station agent must, therefore, be (or should be) the Company's main representative in that particular locality. And on his personality, diplomacy, good judgment and honest business-like dealings with the public, depends largely the amount of business and good will the Railroad has in that community. While the force of employes immediately under the agent in charge of the station I have described may be small, yet to organize and place them where they can accomplish the most, gives him fine training in a supervising capacity. But best of all is the training he gets in transacting business with the public, and knowing and dealing with so many different kinds of people, for they all, from the leading citizen down to the station loafer at some time and in some way, have business transactions with the agent, and the latter has his patience and temper severely tested every day. All of this gives him a training he can find nowhere else.

The slogan of "Safety First" that has been taught and preached on practically every railroad during the past few years, is a principle that can well be put into practice in any line of business regardless of whether it means prevention of accident, conservation of health or financial safety.

### Railroad the Best School of Economy

Another feature of railroad training that is calculated to fit anyone well indeed for any other line of business, is the policy of economical administration and operation. Re-



ardless of what the public may think or say about the railroads' wasting money, I have never known or heard of any big business concern, the officers of which make greater efforts in the way of economical operation than are to be found on our railroads. While they may not succeed in every case, due to causes they cannot control, all officials are making the effort just the same, and the results obtained depend almost entirely upon the loyal support they receive from the rank and file. To be a part of such an organization, which has for its motto the best service it can render the public at the least cost possible, is to my mind the most valuable training a man can have.

#### Exit Politics and Pull

Last but not least—in railroad service you get practical freedom from politics. The same cannot be said about all other lines of business. No one knows or cares what the railroad official's politics are, if he has any, while the rank and file can have their political discussions and think and vote as they choose; no questions are asked and their jobs are safe, all of which is calculated to give one a better and broader view of things in general.

#### My Own Experience

When Governor Cornwell appointed me warden of the West Virginia Penitentiary I hesitated at first to accept the position. Practically all of my life had been spent in a railroad office, and having had no experience in any other line of business, I seriously questioned my ability to manage the institution, but with the nerve that had been mine since I first took charge of a telegraph office in a strange place at the age of 17, I decided to tackle the job and to my surprise I found that my twenty-eight years of railroad training was the best asset I could have had. In organizing the guard force so as to use as few as possible, making rules for the inmates, rearranging the office force and work in order to handle the business more efficiently, transacting business with the public and in trying to look at everything from a business rather than a political standpoint, I found my railroad experience a wonderful help.

I was urged by some politicians to fire every man on the guard force that did not happen to be of my political faith, regardless of how long they had worked for the state and how capable they were, but somewhere I heard a voice say "Safety First," and realizing that the responsibility of keeping some 800 prisoners inside the walls and seeing that they

were properly managed and cared for was mine, I stood pat and kept every employe who proved to be efficient and loyal. And they are here yet.

Again I was urged to throw all the business I could to certain people for political reasons, a thing that was distasteful and struck me as being both wrong and wasteful. I had never heard of anything of the kind in the railroad service or any other line of business, so I continued my plans to remove the entire management of the penitentiary as far from politics as possible. I am more than ever convinced that my policy was, and is still, the right one, and the sooner all public institutions, and in fact all public business, is removed from the realm of politics and handled the same as any ordinary business enterprise, like the railroads for instance, that is—have as few positions as possible, hire the best help to be found for the salaries paid, buy from whomever sells the cheapest (a policy that I am glad to say our State Board of Control puts into practice)—the sooner will the tax burdens be reduced.

I am willing for my friends and critics to decide whether or not my administration as warden of the West Virginia Penitentiary has been successful, but I want to say for myself that whatever success I have achieved is due largely to the experiences I had while in the service of the Baltimore and Ohio.

In conclusion I would like to give a few words of advice to my fellow employes (I say "fellow employes" because I am only on leave of absence and will in all probability be back in harness again in the not distant future): You are all a part of one of the best managed railroads in the country and its future success and prosperity depend upon the kind of service rendered by the employes. Be courteous and obliging to the public. Politeness costs nothing and often brings valuable returns. Let us do well whatever is assigned to us, and above all, be loyal. I would not give an ounce of loyalty for a pound of efficiency. And finally, remember that those who reach the higher positions in life are usually those who fill the smaller and lower ones best.

## The Folk Song of America



It has been said that America is a land without a Folk Song. Nothing could be more absurd, for America is the land of Folk Song.

For the American people are of many races, and they have inherited the music of the world. From the Scandinavian Forests of the North to the beautiful waters of the Mediterranean, from the fair fields of France to the Steppes of Russia, come the Folk Songs that were born in the hearts of the people.

The music of the Celt, the Latin, the Teuton and the Slav are woven into the texture of America and its fuller possibilities have not yet begun to be realized.

In music as in other things, America is the heir of all the ages.

The Folk Song of America is the Folk Song of all the world.



# A Machine to Reduce Rough Handling of Cars

*And Which Takes a Record of the Bumps and the "Bumpers"*

By M. F. Steinberger, Special Engineer  
Office of Vice President Operation and Maintenance

FOR more than a year one of our freight solicitors endeavored to secure the movement of a large portion of freight shipped by an important concern in his territory, which had been using other roads. Although certain of the crude material had been routed over the Baltimore and Ohio, practically none of the finished products moved over our lines. As a result of the persistence of the solicitor, a trial shipment was made. After the delivery was accomplished our solicitor was told that no further shipments would be given us. The reason given was "Car was so roughly handled that contents were badly damaged." The result was a heavy claim, loss of future business, and the offsetting of all the good work done by the solicitor in securing the trial.

While writing this, there was placed on my desk a letter from the general freight claim agent which called attention to the following fact:

A piano was loaded into a car at one of our stations, properly packed and braced. The value of this piano was \$2,380, and the freight charges \$12.76. Upon arrival at destination the piano was so badly damaged that the consignee refused to accept it, with result that it had to be returned to factory and we had to pay \$1035 for repairs.

Just think of it. Because the car was roughly handled we paid a claim of \$1035 when the freight received was only \$12.76 and in addition we had to bear the expense of returning the piano to the factory.

It is such occurrences as this which caused the railroad to pay \$460,521 in claims resulting from "Rough Handling of Cars" in 1921. This represents 12.2 per cent. of all claims paid. For the first four months of 1922 the payments for this cause represent 12.8 per cent. of all claims paid. These figures do not take into account the cost of repairs to equipment, necessitated by "Rough Handling."

For the purpose of bringing this matter forcibly to the attention of those engaged in the handling of cars, the railroad has put into service a number of Impact Registers. It is through the education and supervision of all employes concerned with the handling of cars that the rough handling problem can be solved, and

this solution is expected to be secured through the use of these registers.

The Impact Register is a machine which records the exact time and the force of the shock sustained in each case of rough handling. This machine is of simple construction. A ten day clock mechanism propels a chart from a feeder roller to a receiving roller, passing over a third roller, above which a pencil, held by a movable weight, is suspended, the point of the pencil resting on the chart. The weight is kept in position by two specially calibrated springs, one on each side. When the car receives a shock the pencil responds, moving to one side a distance dependent upon the intensity of the shock, and then

rebouncing to the center, the point of the pencil making a line on the chart.

As the chart is graduated into twenty-four hour periods and each hour period into fifteen minute subdivisions, the exact time the shock was received is thus obtained. Lines are also placed on the chart running lengthwise, dividing it so that the impacts are indicated at certain speeds in miles per hour. The accompanying illustration shows the nature of the machine and the character of the chart record obtained.

The machines are placed in cars with freight by agents and register all shocks received enroute to destination. The agent at final station removes machine, detaches portion of chart covering the run, sending it to the General Offices. There the Car Service Department furnishes the running record of the car, from which the location of the car, when shocks shown were received, is obtained. The receiving agent also

## Three Hundred Associate Members for the Glee Club!

After years of selling tickets for its annual concerts, to cover its expenses, the Baltimore and Ohio Glee Club last spring enrolled almost 100 associate members, each of whom subscribed \$5.00 for membership. In return each was given 5 tickets to the annual concert of the Club on May 21, 1922. The appeal for associate members was directed principally to the officer personnel of the Baltimore and Ohio in and around Baltimore, solely because the capacity of the concert hall enforced this limitation.

For the season of 1922-23 the Club hopes to give two concerts, one in January and one in May, each in a hall accommodating 1,200 persons, thus making a seating capacity of about 2,400 for both concerts. It can finance and carry through this plan if it can secure three hundred associate memberships at \$5.00 apiece. Each of the associate members will be given six tickets for the concerts, divided as the individual desires, three for each concert, or four for one and two for the other, etc. The Club, therefore, extends to its many friends a cordial invitation to become associate members under this plan.

Each year the concert of the Club has shown a marked advance in both the musical quality of the program given and the finish of the performance. An especially interesting musical treat is in store for the January concert, when the entire glee program will consist of numbers by one composer, Daniel Protheroe, who stands in the forefront of American musicians both as a writer and director of great male choruses. The range in character of the numbers can be judged from four of the titles: "The Sandman," an exquisite lyric of plantation flavor; "Shadow March," a charming fantasy of childhood; "The Vagabond," a stirring epic with the salt savor of the North Seas; and "Dronheim," a magnificent opera of the cantata type depicting the dramatic struggle between Paganism and Christianity in mediaeval England. It is a truly beautiful program, the first, so far as we know, to be given by a glee club wherein all the numbers are the work of one composer.

The Club is not a money-making organization, its objects being to provide healthful, instructive and enjoyable recreation for its members, associate and active. One of its greatest pleasures has been to give concerts without charge for the benefit of worthy charities.

It can and will reach a new standard of accomplishment this year if its friends support it as well as is confidently expected. All Baltimore and Ohio music lovers are invited to join and prompt responses will be appreciated.

Please use the coupon.  
Secretary, Baltimore and Ohio Glee Club  
Mount Royal Station, Baltimore, Maryland

Please enroll me as an associate member of our Glee Club for the season 1922-1923, the cost to me to be five (\$5.00) dollars.  
It is understood that I will be given six tickets, to be divided between the two concerts as I desire.

Check here  
.....I enclose remittance herewith to cover cost.  
.....I will send remittance later to cover cost.

(Signed).....(Department).....  
(Location).....



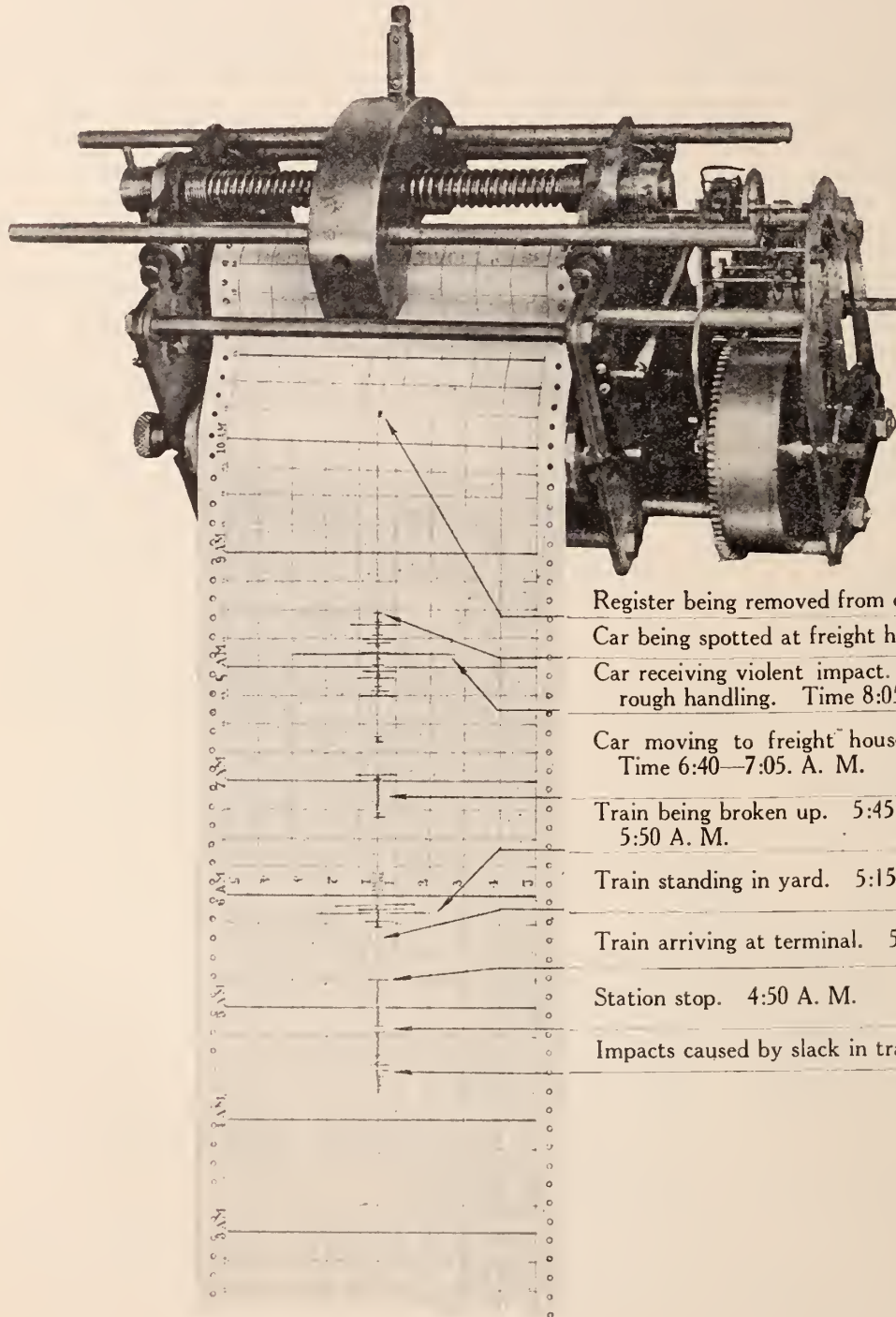
furnishes copies of Damage Reports so that the effect of the shocks is clearly indicated.

The information thus obtained is tabulated, the original chart, running slips, etc. then being sent to the superintendent of the division upon which Rough Handling is indicated. In this way the superintendent is able to bring the damage directly to the attention of the individuals causing

it. It is felt that when such a graphical representation is given those responsible, their desire to cooperate will bring about a large reduction in the cases of "Rough Handling" which numerous tests have indicated occurs when impacts of over from three and a half to four miles per hour are received.

The importance of this question is accentuated when it is realized that

every dollar saved in the prevention of such claims is equivalent to five dollars of new business. In other words, if we can save \$400,000 per year in this item, the effect on the net revenues of the railroad will be the same as though we had secured \$2,000,000 worth of new business. It is felt that the presentation of these facts will result in the greatest effort to bring about the results desired.



# Typical Record

## FROM

### SAVAGE IMPACT REGISTER

Start at Bottom and Read up.

- Register being removed from car. Time 10:15 A. M.
- Car being spotted at freight house. Time 8:28 A. M.
- Car receiving violent impact. House switching crew rough handling. Time 8:05 A. M.
- Car moving to freight house from terminal yards. Time 6:40—7:05 A. M.
- Train being broken up. 5:45 A. M. Rough handled 5:50 A. M.
- Train standing in yard. 5:15—42 A. M.
- Train arriving at terminal. 5:15 A. M.
- Station stop. 4:50 A. M.
- Impacts caused by slack in train. 3:20—30 A. M.



## Find the Loser!

*A Service Rendered by Our Baggage Department that Wins Friends for Us*

ONE of the specialties of our Baggage Department is the finding of various articles that have been lost on our trains, at our stations, etc. As may be imagined, this work is most interesting, and it usually brings along with it a crop of appreciative letters from our patrons. Among the files of John P. Dugan, general baggage and milk agent, we picked the following letters, which are only samples of what Mr. Dugan is constantly getting. These serve not only as receipts, but show that in nearly every case where lost articles are recovered by our employees, the Baltimore and Ohio finds a friend.

### Thanks from New England

Ridgefield, Connecticut  
May 2, 1922

My dear Mr. Dugan:

Words fail me in expressing to you my sincere appreciation for your kindness to me in locating and sending to me my fur, which I lost on train No. 507, on April 17, 1922.

I assure you I am more than grateful.

Very sincerely yours,

(signed) Mrs. Charles T. McGlynn

### One with a Ring in It

WASHINGTON FILM EXCHANGE

Washington, D. C.  
July 3, 1922

Dear Mr. Dugan:

This will acknowledge with thanks receipt of my ring, which was left in the ladies' wash room, Camden Station, last week. I am attaching hereto postage covering the charges for mailing, which I trust is sufficient to cover all charges.

Again thanking you for your very prompt and careful attention to this lost article, I am,

Very truly yours,

(signed) Alice Reighly

### A Compliment from Dayton

Dayton, Ohio  
June 24, 1922

Dear Mr. Dugan:

I wish to inform you that the glasses left on the Baltimore and Ohio train at Toledo on June 14 have been found and were sent to Mrs. Richardson a few days ago. I thank you for the efforts you have exerted to locate them.

We are old patrons of the Baltimore and Ohio; in fact, for years we have made three regular trips to Michigan each way on the C. H. & D., and have not missed one since the Baltimore and Ohio took over the C. H. & D.

It is the popular road in this neck of the woods and we have found the enginemen,

brakemen, and especially the conductors, to be men of fine caliber and extremely courteous to travelers.

Thanking you, I am,

Yours

(signed) W. J. Richardson

### From an Employee of a Fellow Railroad

SEABOARD AIR LINE RAILWAY COMPANY

Freight Traffic Department

Baltimore, Md.

January 25, 1922

File 175

Dear Mr. Dugan:

Wish to express my sincere thanks for the effort put forth by you and your various representatives to locate coat lost on your train No. 15, January 11, by Miss Mary Elizabeth Prince, daughter of our freight traffic manager. The coat was delivered to me yesterday by my friend, Mr. J. F. O'Toole, freight representative.

It has been clearly demonstrated to me in this case, that the Baltimore and Ohio representatives are all on the job.

Again thanking you and trusting that I will have the opportunity to serve you, I beg to remain,

Yours very truly,  
(signed) C. E. Thomas

General Agent

### And Last—but not Least—from One of Our Own Employees

Childs, Md. September 20, 1922

Dear Mr. Dugan:

Referring to your letter of the 19th inst. file H.

The umbrella I left on Train 63 on September 2, and of which I wrote you on the 6th inst., was received here on Train 68 yesterday.

Please accept my thanks for the umbrella as well as for the very courteous letter referred to above. I am an employee of the Company and was riding on a pass, and you, no doubt, knew this from the wording of my letter of the 6th; yet, your letter to me was just as courteous as one could have been had it been addressed to a passenger paying fare.

I thank you very much.

Yours truly,  
(signed) H. H. Carver

Agent

## Pleasing of Passengers Strengthens Satisfaction of Big Shippers in Our Service

R. M. FRENCH, SPECIAL RECEIVER  
FRENCH COLLIERIES COMPANY,

Pancoast, W. Va.,

February 21, 1922.

Mr. W. Trapnell, Superintendent  
Charleston Division  
Baltimore and Ohio Railroad  
Weston, W. Va.

My Dear Mr. Trapnell:

Two of our stockholders, Mr. W. P. Tanner and Mr. Leopold Gross, of New York city, paid us a visit several weeks ago. They left New York on Saturday evening February 11, coming via Grafton, arriving on Sunday at 3.31 p. m.

It was their intention to return home by way of another railroad. The cordial reception and courteous treatment which they received while on your Division, however, caused them to change their plans and return home over the same route by which they came. They were both most enthusiastic over the spirit displayed by the parlor car steward and porter, as well as the balance of the train crew, and it gives me great pleasure to congratulate you on the splendid esprit de corps which apparently exists on your division.

It may possibly be of interest to you to know that these gentlemen are the largest Baltimore and Ohio shippers of flour into the Port of New York, being the guiding spirits of W. T. Tanner-Gross and Co., Inc., with warehouse and wharves on Staten Island. I feel confident that their trip here will add to the confidence and friendly feelings which they already had for the Baltimore and Ohio.

Yours very truly,

(Signed) R. M. French.

(The men involved are Conductor A. Kiddy, Brakeman E. E. Newlon, Steward J. A. Crouse and Porter Robert G. Anderson.—Ed.)



# Accurate Weights Insure Correct Freight Charges

Gains in Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight, September, 1922

*Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in the revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer.*

EASTERN LINES		EASTERN LINES—Con.	
STATION	AMOUNT	STATION	AMOUNT
Belington, W. Va.	\$116.25	Wheeling, W. Va.	552.06
Belleville, W. Va.	2.17	Wilsonburg, W. Va.	7.21
Boswell, Pa.	13.28	Miscellaneous	*9.97
Brunswick Transfer, Md.	959.06	TOTAL	\$2,563.89
Buckhannon, W. Va.	1.28		
Butler, Pa.	6.65	WESTERN LINES	
Camden Station, Md.	180.08	STATION	AMOUNT
Charleston, W. Va.	9.58	Akron, Ohio	\$ 61.92
Clarksburg, W. Va.	6.15	Aurora, Ind.	1.15
Clendennin, W. Va.	4.17	Barberton, Ohio	1.61
Connellsville, Pa.	19.94	Canton, Ohio	16.08
Cowen, W. Va.	1.86	Chicago, Ill.	624.24
Cumberland, Md.	24.34	Cincinnati, Brighton	12.83
Fairchance, Pa.	1.73	Gest St.	7.98
Fairmont, W. Va.	22.26	Kenyon Ave.	417.88
Folsom, W. Va.	2.64	Norwood	19.65
Frederick, Md.	6.19	Smith St.	222.63
Friedens, Pa.	1.18	Cleveland, Ohio	268.14
Gassaway, W. Va.	5.05	Columbus, Ohio	95.09
Georgetown, D. C.	3.10	Dayton, Ohio	136.02
Gilmer, W. Va.	17.40	E. St. Louis, Ill.	22.32
Grafton, W. Va.	2.48	Elyria, Ohio	15.53
Holloway, Ohio	5.71	Flora, Ill.	1.19
Huntington, W. Va.	38.36	Hamilton, Ohio	3.17
Kane, Pa.	5.67	Lima, Ohio	56.56
Lime Kiln, Md.	2.29	Lorain, Ohio	1.25
Lost Creek, W. Va.	3.55	Louisville, Ky.	48.98
Maynard, Ohio	1.29	Martin, Ky.	2.45
Monrovia, Md.	2.89	Massillon, Ohio	1.72
Moorefield, W. Va.	4.15	Mt. Vernon, Ohio	6.96
Morgantown, W. Va.	3.55	Newark, Ohio	5.97
M. & K. Junction, W. Va.	1.08	New Castle, Pa.	5.37
Moundsville, W. Va.	6.99	New Philadelphia, Ohio	1.09
Mt. Pleasant, Pa.	4.92	North Vernon, Ind.	3.57
New York, Pier 22, N. R.	34.47	Piqua, Ohio	5.31
New York, Pier 21, E. R.	2.91	Toledo, Ohio	62.64
Parkersburg, W. Va.	233.88	Vincennes, Ind.	1.57
Piedmont, W. Va.	1.99	Youngstown, Ohio	15.60
Pittsburgh, Pa.	114.93	Zanesville, Ohio	17.15
Porters, W. Va.	3.11	Miscellaneous	*3.50
Richwood, W. Va.	2.07	TOTAL	\$2,167.12
Sistersville, W. Va.	34.33	Total Eastern Lines	\$2,563.89
Smithfield, Pa.	4.70	Total Western Lines	2,167.12
Spencer, W. Va.	28.71	GRAND TOTAL	\$4,731.01
Sykesville, Md.	2.20		
Tunnelton, W. Va.	1.24		
Uniontown, D. C.	6.95		
Ursina, Pa.	2.14		
Weston, W. Va.	33.73		

## SUMMARY

	WESTERN LINES	EASTERN LINES	TOTAL
January	\$2,646.17	\$ 503.34	\$3,149.51
February	2,381.58	1,014.09	3,395.67
March	2,093.14	1,115.47	3,208.61
April	2,513.52	1,917.37	4,430.89
May	2,485.56	1,842.61	4,328.17
June	3,442.69	4,089.58	7,532.27
July	2,211.46	2,547.12	4,758.58
August	2,070.69	2,620.40	4,691.09
September	2,167.12	2,563.89	4,731.01
Total	\$22,011.93	\$18,213.87	\$40,225.80

\* Various stations showing increases in revenue less than one dollar.

A. E. DAY, Chief of Weighing Bureau, Transportation Department



# Where the "Railroad Dollar" Has Gone in the Last Six Years

THE billions of dollars and cents which are taken in annually through ticket windows or in freight offices by the railroads all find their way out again into the hands of the public in payment for labor, fuel, taxes and material and supply bills of the railroads.

How this money has been distributed in the last six years is shown in a chart and survey just finished by the Bureau of Railway Economics in Washington. The most interesting items among the disbursements are

those of labor, fuel, depreciation, purchase of new supplies and taxes.

In the study of this analysis, which is based upon statistics of the Interstate Commerce Commission, the expenses of the railroads (the dollars paid out) are as shown in Table A below.

### The 1921 Dollar

Taking 100 per cent. as the total costs of the railroads in 1921, the survey of the Bureau of Railway Economics shows that in that year

Table A

Percentage of the total expenses of the railroads going to labor	
In 1916.....	\$1,365,776,046 or 38 per cent.
In 1917.....	1,617,718,932 or 40.3 per cent.
In 1918.....	2,430,846,416 or 49.8 per cent.
In 1919.....	2,644,109,442 or 51.4 per cent.
In 1920.....	3,424,075,109 or 55.4 per cent.
In 1921.....	2,585,329,497 or 46.9 per cent.
Percentage of the total expense going for fuel consumed in transportation	
In 1916.....	\$ 250,544,862 or 7 per cent.
In 1917.....	393,929,583 or 9.8 per cent.
In 1918.....	500,225,205 or 10.3 per cent.
In 1919.....	474,174,972 or 9.2 per cent.
In 1920.....	674,836,361 or 10.9 per cent.
In 1921.....	523,724,146 or 9.5 per cent.
Percentage of total expenses for making good the depreciation on properties and retirements	
In 1916.....	\$ 119,785,157 or 3.3 per cent.
In 1917.....	115,404,686 or 2.9 per cent.
In 1918.....	119,233,705 or 2.4 per cent.
In 1919.....	126,292,105 or 2.5 per cent.
In 1920.....	144,046,781 or 2.3 per cent.
In 1921.....	156,372,133 or 2.8 per cent.
Percentage of total expenses going for materials and supplies	
In 1916.....	\$550,913,977 or 5.3 per cent.
In 1917.....	611,575,889 or 15.2 per cent.
In 1918.....	821,687,786 or 16.8 per cent.
In 1919.....	1,001,647,973 or 19.5 per cent.
In 1920.....	1,366,538,753 or 22.1 per cent.
In 1921.....	1,138,224,388 or 20.6 per cent.
Percentage of the total costs paid out for taxes	
In 1916.....	\$157,113,372 or 4.4 per cent.
In 1917.....	213,920,095 or 5.3 per cent.
In 1918.....	223,175,379 or 4.6 per cent.
In 1919.....	232,601,396 or 4.5 per cent.
In 1920.....	272,061,453 or 4.4 per cent.
In 1921.....	275,883,596 or 5 per cent.

Table B

### Division of the Railroad Dollar in 1921

For labor (salaries and wages).....	46.9
For fuel (locomotive).....	9.5
For loss and damage, injuries to persons and insurance.....	2.9
For depreciation and retirements.....	2.8
For material, supplies and miscellaneous.....	20.6
For taxes.....	5.0
For hire of equipment and joint facility rents.....	1.4
Net operating income (available for interest on bonds or notes and dividends in stock).....	10.9

the various items of expenses were as shown in Table B.

From net railway operating income which in this table represents return on investment, must be subtracted the cost of capital in the investment. The balance, if any, represents the surplus from which dividends may be paid or surpluses built up.

The figures shown for the years 1918, 1919 and 1920 represent the combined results of the Federal and corporate operations of the Class I roads under Federal control, also data for Class I roads not under Federal control, but do not take into account the general administrative expenses of the United States Railroad Administration. Switching and terminal companies are excluded from statement throughout.—Railroad Data, Sept. 20.

### The First Thanksgiving

*It Was in Newfoundland after Fro-bisher Settled the English Colony*

THE first Thanksgiving of the Pilgrims was proclaimed by William Bradford, Pilgrim Governor of Plymouth Colony, in 1621, (December 13), little enough as they had to be thankful for.

However, the Pilgrims' Thanksgiving was not the first observed by English speaking people in North America, for the very first was observed with religious ceremonies conducted by an English minister in the year 1578 on the shores of Newfoundland. This clergyman accompanied the expedition under Fro-bisher, who settled the first English colony in America.

Another similar service was held August 9, 1607, by the Popham Colony, which settled at Sagadahoc on the Maine coast.

However, the regular observance of Thanksgiving was begun by Washington's proclamation in October, 1789, six months after he became President, and the annual nationwide observance of the day was started by Lincoln.

### Who Supplied the Turkeys?

The attractive examples of America's greatest table bird which appear on the cover are there because of the kindness of B. A. Oatman, Office of Master Mechanic, Newark, Ohio, who loaned us this unusual photograph. We could wish him no greater kindness in return than that a bird as fine as any one of those pictured may grace his Thanksgiving table this year, with all the traditional trimmings.



# The Travels of a Way-Bill

By F. L. Charles

Assistant to General Freight Claim Agent, Cincinnati, Ohio

IN THE introduction of a story, the hero of which is so familiar a figure as the all important Way-Bill, it would seem superfluous to set out with a Webster's unabridged definition and derivation of the term Way-Bill. What is a Way-Bill? Everybody knows. We handle them daily by the thousands, in the Accounting, Transportation and Traffic Departments, yes, and in the Stores, Maintenance of Way and Equipment and all other departments which in any manner have to do with freight moving.

But change the question to read "WHY is a Way-Bill" and a different situation presents itself. How many of us have given serious thought to the fundamental reasons for the existence of so troublesome a document?

True, the accountant realizes the full importance of a Way-Bill if one happens to have been expensed but mislaid or lost before being abstracted; the revising clerk spends many weary hours over his stack of Way-Bills, checking the rates, minima, extensions and footings, and

correcting errors; the abstract clerk plays his daily game of "solitaire" getting them into abstract order and properly transcribing necessary data from their faces to the DS 2 as directed by the Accounting Department regulations; the bill clerk puts in minutes that seem like long hours in preparing them, after the freight house force and most of the office force have gone home, and, in the old days, before the typewriter came into more general use, here was one place where everybody seemed to have taken a solemn oath never to write anything that might become legible or intelligible to any person under the whole canopy of heaven.

Way-Bills have always been made of convenient size and shape, so that when properly folded they would fit exactly into the pocket of a yard office bill rack or the hip pocket of a pair of overalls, when becomingly draped on the handsome figure of a freight conductor.

For ages past Way-Bills have supplied the necessary link in the chain of evidence concerning the move-

ment of a certain defined shipment of goods, the link which enabled our friends in the Traffic Department to inform the anxious shipper that his consignment had passed the last junction or transfer point and should be on the market in the morning. And the story has it, they forthwith went around the corner and added another withe to the bonds of business fellowship that made our friends our patrons in industry, thanks to the information conveyed by the lowly Way-Bill.

Before going on record vouching any reasons for the necessity of having a Way-Bill, we have consulted the silver crowned patriarchs of the railway fraternity in many cities, endeavoring to learn the origin of the term Way-Bill as applied to the document under discussion. From all we get the same information—it was here when they rolled in, and for more than a generation it has been called a Way-Bill. So a Way-Bill it shall be.

We do find, however, that in the development of railway transportation its functions have from time to time been somewhat altered.

Its fundamental purpose is seen in the early stages of rail transportation, that period of transition from the old ox-cart to the iron heeled Black Betsey. For, mind you, the



Shipped by the Grace of God, in good Order and well Condition'd, by

*Patrick White*  
in and upon the good Ship called the *Maryan*  
whereof is Master, under God, for this present Voyage, *James Bickerton*  
and now riding at Anchor in the *Appomatox* and by God's Grace bound for  
*e Norfolk* to say,

*Sixty Hogsheads Tobacco*

being mark'd and number'd as in the Margin, and are to be delivered in the like good Order and well Condition'd, at the aforesaid Port of *Norfolk* (the Danger of the Seas only excepted) unto *Conway Whittle & Co*

or to their Assigns, they pay Freight for the said Goods *seven Shillings & six pence* with Primage and Average accustomed. In Witness whereof the Master or Purser of the said Ship hath affirm'd to *two* Bills of Lading, all of this Tenor and Date; the one of which *two* Bills being accomplish'd, the other *unto* stand void. And to God send the good Ship to her desir'd Port in safety. Amen. Dated in

*Petersburg 7<sup>th</sup> May 1757*  
*James Bickerton*





SHIPPED in good order and well con-

in and upon the good *Sloop* called  
the *Industry* — whercof is Master for this present Voyage  
*Matthew Whipple* and now lying in *Appomattox*, and  
bound for *Norfolk* — To say

*Three hundred & twenty Bbls Flour and  
1 Small Cask*

Being marked and numbered as in the Margin, and are to be delivered  
in the like good order and well conditioned, at the aforefaid port of  
*Norfolk* — (the dangers of the seas only excepted) unto  
*Misses Conway & Co* or to *their* — Assigns, ~~whom~~  
they paying Freight for the faid goods *as Customary*

with Primage and Average accustomed. In witness whercof the Mas-  
ter or Purser of the faid *Sloop* — hath *affirmed* to *their*  
bills of lading, all of this tenor and date; the one of which *three*  
being accomplished, the other *two* — to stand void. Dated in

*Petersburg the 16<sup>th</sup> Day May 1795*

*Matthew Whipple*

Railroad bills of lading naturally followed in form their prototypes as used by ocean carriers. George T. Kohlenberg, agent at Adamstown, Maryland, loaned us the original copies of this and the reproduction on the opposite page

history of the Way-Bill antedates the prairie schooner of the plains of the great middle west. They had Way-Bills long before the prairie schooner took the place of the creaking ox-cart, that "train de luxe" which bore the ancestors of the writer westward from the splendid civilization of eastern Pennsylvania to the Indian and malaria-infested wilds of what is now the State of Ohio.

So I have it from splendid authority that great-grandfather and great-grandmother had no need of a Way-Bill to keep tab on all their earthly possessions which they loaded into the old ox-carts, and then slowly and patiently made their way over a large portion of the route now traversed by the Baltimore and Ohio, way back in 1833.

However, we can well imagine the confusion that arose when the Baltimore and Ohio began to put on BIG BOX CARS that would haul two or three ox-cart loads apiece, then to couple them up in trains of six or eight cars and more, and to load two, three or a dozen or more consignments into each car, consignments belonging to different people and to be unloaded at different stations along the WAY. Well, here we have the first syllable of the word WAY-BILL, something to tell you where to unload certain goods along the way. The rest of it is easy, "Bill," a bill for the charges to be collected for transporting the goods.

We imagine that the first forms, or at least the idea as to how to make

them, were borrowed from some old sailing master. For doubtless the old ship captains had long before this devised some means of tallying the various consignments and articles taken aboard their vessels for delivery at the several ports they touched on a voyage.

And right here in this little story of a Way-Bill we can connect up another expression familiar to railroad people, quite common in some sections of the country even yet. We have all heard the expressions "Manifest," "Card Manifest" and "Export Manifest." The first two mentioned, covering a car, meant a description of the goods in the car. The latter, still in common use in transporting goods out of the country, is a description of the goods in the packages for the information of the customs officers at the port of entry.

So how logical our reasoning is that the first Way-Bills were no doubt patterned after a form previously used by people engaged in marine transportation, a CARGO MANIFEST. We have not been able to trace down the origin or number of years the term "Manifest" has been in use, but the fact that it has stubbornly refused to be supplanted by the distinctively railroad term "Way-Bill" is evidence enough to indicate that it had its sponsors when they named the baby that has caused all so much worry and trouble.

Now we have brought out the two fundamental reasons or necessities

for having a Way-Bill, and it seems that those who had to do with selecting a name for it and steadfastly persisted in calling it a Way-Bill instead of a Manifest, also persisted in placing the two syllables, which are symbolic of its two purposes, together in the order of their relative importance. For what was to have prevented them from calling it a "Bill-Way" had they felt that the collection of the charges was of more importance than the proper unloading of the freight along the way?

The wisdom of that earlier generation has again been demonstrated. That same relative importance as between the two fundamental purposes of a Way-Bill still exists. In fact, the former, the purpose of indicating where and to whom freight should be delivered along the way, has been so constant that it has not changed one iota within the memory of a generation.

The second fundamental purpose for which a Way-Bill was designed, the furnishing of a bill for the collection of freight charges, has been somewhat modified.

It is hardly necessary in the present day for the agent at point of origin to tell the agent at destination the amount of freight to collect on a certain shipment which is being sent to his station. In fact, the agent at destination will not accept the billing agent's figures, but checks the rate for himself, for he has on file the same tariffs from which the billing agent first quoted the rate.



It was not always thus. It is within the memory of the readers of this article when the Interstate Commerce Commission did not exist, tariff files were composed largely of personal letters, written with pen and ink, at the direction of the General Freight Department to the billing agent, who was instructed to apply a certain rate, on a given commodity, to destinations named; incidentally the rate named was one that in the judgment of the General Freight Department would get the business, or develop the industry for the mutual benefit of the industry and the railroad, and in many instances the agent at destination did not know what the freight charges were going to be until he got the Way-Bill.

In those days it was a crime to misplace or lose a Way-Bill, for on its proper handling depended not only delivery of the freight at the proper place along the way, but the collection of the proper charges as well: The Accounting and Traffic Departments, as well as the Transportation Department, were seriously interested in seeing that the Way-Bill traveled with the freight.

But time has wrought great changes. The Traffic Department continues to make the rates, keeping within certain defined limits, but the rates are made and posted for the information of the general public and in all instances the delivering agent is held responsible for the correctness of the rate basis on which charges are assessed.

By demanding the surrender of the original bill of lading, the agent at destination, as the authorized representative of the Accounting Department, is enabled to determine the point of origin, description of goods, weight and route, then refer to his tariff, assess proper charges and make collection.

But this first fundamental purpose, I repeat, has been so constant that it has not changed one iota.

The agent at point of shipment transcribes the instructions from the shipping order onto a Way-Bill, then shows the car initial and number into which loaded.

It immediately becomes a working chart for the Transportation Department in handling that shipment, whether it be a carload or a less than carload shipment.

The Way-Bill indicates to those handling the shipment, if it be livestock, if it shall be unloaded for rest, feed and water, and within what time limits; if it be fresh meat, when or where it shall be iced in transit; if it be fresh fruit or vegetables, the Way-Bill will indicate what refrigeration

or ventilation service the shippers have paid for and expect to be performed; if to be weighed en route, the Way-Bill will indicate that fact; if to be stopped off to finish loading or to partly unload, those who have charge of the shipment ascertain that fact from the Way-Bill.

More important even than these, the Way-Bill does, or at least should, convey definite information as to the junction points and routes via which the shipment should travel.

By a proper classification of Way-Bills in his bill rack a yardmaster is able to determine the destination and contents of every loaded car in his yard. From this it follows that he should know which cars are to be accorded quick dispatch, which are to be accorded ordinary freight service and many of the various other items of information essential in the proper making up of trains.

The conductor is likewise concerned. For from the Way-Bills he determines where cars shall be left along the way, at which of many smaller stations, on what track to place them for delivery to the waiting consignee; and, in the case of peddler cars, the pouch of Way-Bills tells him at what points the car shall be opened and what shall be unloaded at such points.

A box car loaded with grain or a gondola loaded with coal is speechless and, when kicked out into a yard or placed in a train without a Way-Bill, has as little ability to tell where it is going as has a stray dog to tell where he came from.

A situation even more acute and complicated has developed in regard to the handling of less-than-carload shipments.

With the development of the rail transportation business, the building of larger cars has necessitated the loading of more shipments into each. The extension of railroad facilities to every nook and corner of the country has brought into the arteries of commerce innumerable shipments from and to thousands of stations. The development of industrial enterprises along the railroads has brought into the game thousands of consignees and shippers at the many stations. Therefore the identification of a shipment, or the maintaining of its integrity while passing over the road, has become a problem of no little concern.

In the old days most anything went in the way of marks on a less-than-carload shipment, but as a result of the confusion arising from the rapid development above noted, it was determined that the interests of the shipping public as well as the carriers

would be best served by the complete marking of shipments to be handled in less-than-carload movement; accordingly we now have a law governing that subject, written in the form of Rules of the Freight Classification.

But here we seem to have lost our footing. I feel almost justified in saying "lost our heads;" for having arranged for the complete marking of each individual piece of freight which is to move as a less-than-carload shipment, that marking does, or should, with proper handling, guarantee the delivery of shipment to proper destination and consignee, and too many of us have accepted the theory that when that service is performed we have done our duty as a common carrier. In fact I have heard the remark from men in high authority that if the Postal Service can handle millions of letters daily and effect safe delivery, being governed only by the addresses on them, certainly the railroads could do likewise, if they were functioning honestly and properly.

But let us consider further. The postal service gives no receipt for letters received for transportation and requires none when delivered; and in case of loss the writer has no recourse. In fact, no negotiable paper or other matter of intrinsic value is entrusted to the ordinary mail service. Letters containing negotiable paper or other articles of value are handled by the mail service as *Registered* packages, in which instance the sender obtains a receipt at starting point and a receipt is obtained for the goods when delivered at destination.

Here then, is the proper place to base our comparisons as between the Postal Service and Freight Transportation, and it is readily called to mind that the postal authorities have perfected and maintained a system which enables them to properly identify even a letter when moving as registered mail and acknowledgment of receipt is required of every employe handling it.

In freight transportation the railroads give a Bill of Lading, which constitutes a receipt for the goods at point of origin, and a contract to transport the property. To discharge that liability they must not only transport the goods described but must satisfactorily identify the shipment as the one which they received, and obtain a receipt for it from proper consignee at destination.

Here the Way-Bill again functions in its first fundamental purpose. For, when properly handled, it accompanies the shipment from the time the Bill of Lading is given until



the receipt is obtained at destination; and on its face are recorded all items of record pertaining to the movement of the shipment.

It is to be noted here that if the record of movement is continuous and unbroken, there can be no question as to identity of the shipment; whereas, if the Way-Bill is separated from the shipment and the record of movement becomes broken, the burden of proof of identity of packages rests with the carriers, not with the shippers.

Herein lies one of the greatest problems before the American railroads today, the prevention of claim payments for unlocated loss; for we are fast coming to a realization of the fact that we are paying out thousands of dollars monthly for unlocated losses which are the result, in too many instances, not of failure to deliver the goods, but of failure to properly identify them by maintaining an unbroken record of such shipments while in our possession, and to get a proper receipt when affecting delivery which will discharge the liability we incurred when bill of lading was given at point of origin.

This matter is worthy of the earnest consideration of every employe of the Baltimore and Ohio.

### How Is This for Telegraph Service?

HERE'S one of the thousands of speed records of our Telegraph Department—a message which had to be handled 10



Standard Track at Boyds, Md.

This picture shows standard track as re-surfaced, re-ballasted, with ties renewed and re-spaced on single track, Boyds, Baltimore Division

times. It got to its destination and back in 41 minutes.

On August 27 a passenger at Sistersville, W. Va. wanted a Pullman reservation, Parkersburg to St. Louis, on train No. 1. Operator R. A. Martine, Sistersville, sent the following message:

SISTERSVILLE, August 27  
PULLMAN CONDUCTOR NO. 1 ON LINE  
Reserve Lower Parkersburg to St. Louis for Downes

J. G. U.  
5.59 P

Operator B. N. Kinhead, Parkersburg, transmitted it to Operator T. J. Reaber, "GO," Baltimore, at 6.05 p. m.; Operator M. A. Nyland, "GO," Baltimore, transmitted it to Operator George Chambers, Martinsburg, at 6.10 p. m., from whence it was handed to the conductor of train No. 1.

The reply:

"Lower 7 Car 4"  
was handled by the same operators as follows:  
Martinsburg to Baltimore, 6.25 p. m.  
Baltimore to Parkersburg, 6.37 p. m.  
Parkersburg to Sistersville, 6.40 p. m.

### At Mr. Underwood's Expense

A STORY is going the rounds in banking circles that is raising many a hearty laugh at the expense of F. D. Underwood, president of the Erie.

The story, as told, is that Underwood and W. H. Truesdale, president of the Lackawanna, "the road of anthracite," were rounding the corner of Courtlandt Street into Broadway the other day when the latter espied a lady of color of ample girth and expansive smile.

Truesdale recognized the lady of ebony hue as a washwoman once long employed by his family. He greeted her warmly and chatted with her for some moments while Underwood impatiently was cooling his heels some distance away.

When Truesdale dismissed the colored woman and returned to Underwood the latter decided he would get square with Truesdale for making him wait so long, so he inquired; "Who was that, Phoebe Snow?"

"Yes," Truesdale promptly replied, "she tells me that she has been travelling on the Erie."



In July, 1892. Picnic of O. R. C. to Gettysburg; front row, right to left: John McCaule, now trainmaster, Valley Branch; "Ben" Jenkins, now passenger conductor; Lemuel Boyer, late passenger conductor; extreme left front row: "Jess" Laudenslager, now engineer. Veterans will perhaps recognize others in the picture



# Safety Section

## Careful Crossing Campaign Showed Reduction in Accidents on Baltimore and Ohio

*Yet Twenty Chauffeurs Were so Careless That They Ran Cars into Gates Lowered for Approaching Trains*

THE Careful Crossing Campaign, designed to warn automobile drivers and others to be cautious at railroad grade crossings, which began June 1 and ended September 30, was a gratifying success in so far as the Baltimore and Ohio was concerned.

Figures are not yet available from all the railroads of the country, which took part in the campaign, and it may be a week or more before the Safety Section of the American Railway Association, which conducted the campaign, has reports from all lines and combines them. If the Baltimore and Ohio's average of reduction of accidents is maintained on all the railroads, the expense of the drive will have been well spent.

Actual collisions between trains and automobiles were reduced on the Baltimore and Ohio 13 per cent., as compared with the accidents in the same four months last year; this in view of the fact that there was a 12 per cent. increase in the number of machines registered in the country. It seemed to indicate that drivers had given consideration to the campaign slogan, "Cross Crossings Cautiously," and it is the earnest desire of railroad officials that the lesson will not be forgotten.

There was a similar reduction of 13 per cent. in all kinds of accidents at crossings, including those to pedestrians, automobiles, other vehicles, etc. Pedestrians were especially careful when passing over the tracks, for only two persons were killed and three injured. One of the persons killed and two of those injured had impaired hearing. One of these casualties occurred in August, one in July and three in June.

The reduction in persons killed in crossing accidents of all kinds amounted to 49 per cent. and is regarded by Baltimore and Ohio officials as a splendid record. There were 35 fatalities last year compared to 18 this year. The reduction in injuries amounted to 24 per cent.

There were some narrow escapes

from casualties on the part of automobilists. Twenty of them ran into gates that were lowered for the passage of trains. These collisions probably saved the lives of these careless drivers. There were ten other machines driven into the sides of trains moving over the crossings or standing on them. In two of these latter accidents nine persons were injured, one machine containing eight persons, all of whom were severely injured because the driver could not stop his car in time to prevent his striking a moving train.

There were 30 accidents, out of a total of 120, which had no right to occur at all, or 25 per cent. were due to the absolute disregard of gates or the fact that a train already was on the crossing. There seems to be little chance at all of saving drivers of this kind, but the Baltimore and Ohio will still endeavor to convince them that the cautious crossing of tracks is the only safe method. This plan of education includes the distribution of appeals to the drivers and checking up of operators as they pass

over the tracks. When they fail to take precautions they are to be so notified by cards that are sent out to addresses obtained through finding out the owner of the automobile license.

### Many Roads for These Great Cities

THE Bureau of Railway Economics has just prepared a list of cities having a large number of railroads entering from outside sections. Terminal and electric railroads are not included, and the list is confined to cities having eight and more lines entering:—

	Railroads.
Chicago.....	33
St. Louis.....	20
Kansas City.....	14
Toledo.....	14
New York.....	12
Birmingham.....	11
New Orleans.....	11
Cincinnati.....	11
Houston, Texas.....	10
Fort Worth.....	10
Memphis, Tenn.....	10
Des Moines.....	9
Detroit.....	9
St. Paul, Minn.....	9
Shreveport, La.....	8
Atlanta, Ga.....	8
Denver, Colo.....	8

Railroad Data, Oct. 5.

### Keep Cars Moving

*A standing car earns no money to pay wages*

**Keep Cars Moving**

## One Way We Saved Money during Coal Scarcity



Leslie Green and R. T. Thompson, Maintenance Department, who sawed up hundreds of cross ties to keep the fires burning at the Water Pumping Station at Swan Creek, Md., during coal strike





A PRETTY little cottage on a quiet street in the new part of town. Sunbeams peeking in at the open windows spreading their message of happiness. This was Tom's home.

It was a beautiful spring morning when Tom and his wife came out on to their little front porch where she had bade him good-bye and stood waving to him as he walked briskly away.

How could anything happen to such a happy couple? They had their home, their health and each other. That was probably what Tom thought of on his way to the shop that bright morning, but in the

midst of happiness, sorrow oftentimes overtakes us. No matter how strong or joyous we may be, there comes a time, often through our own neglect, when our good fortune is cut off and troubles overwhelm us.

Tom whistled softly as he started at his task. He had barely begun to work when a spatter of sparks from a piece of steel struck him in both eyes. Men about him rushed to his assistance but they could do nothing to help him.

Many weary weeks Tom stayed

at the hospital. All the skill that could be commandeered was applied in his case and every effort made to restore his sight. During all this time things were happening in his once happy home; money in the bank was long since gone, the little home was mortgaged, his wife's health impaired by toil and suffering. The only ray of light in her life was the little baby boy, born shortly after the accident—the dear little fellow that Tom could not see.

As time passed Tom partially regained his sight. More improvement and, finally, with glasses, almost as good as he used to have. He had almost given up hope of such good fortune, but the man in him put up a man's fight and he won.

Courage returned and back at the factory he soon settled

down to the task of regaining what he had lost through carelessness and neglect. If he had only heeded the advice of his foreman and worn his goggles he would have saved himself and his family much suffering and sorrow.

Tom is assistant foreman now and he gets rather emphatic when some of the boys take a chance and neglect to wear their goggles. He will never forget what a close call he had.

Eyesight is the most precious gift to man. Taking a chance and defective vision have caused many accidents, much regret, pain and sorrow. Don't neglect your eyes! Protect them against accident and strain. Be sure you see as you should. Many have defective vision who think they see perfectly. Tom probably needed glasses even before the accident that made so much trouble.

*Eye Sight Conservation Council.*

### Load Promptly—Boost the Carload—Help Business

INDUSTRY has been materially retarded during the spring and summer by the scarcity of coal and during summer by the scarcity of transportation. Everybody is behind with his orders and wants to catch up. Everybody wants to ship at once and there are not enough cars to go round.

American Railway Association—Car Service Section—reports 14.1% of all freight cars of the country in bad order on September 1, or about one car out of every seven.

With the helpful co-operation of shippers we can accomplish a great deal in relieving the car shortage; in fact, almost enough to overcome the bad order situation.

In October, 1920, our average carload was 39.30 tons. In August, 1922 it was 35.68 tons. This means that if cars had been loaded as heavily in August as in October, 1920 we could have transported the same amount of business in one-tenth less cars.

Let's save the tenth car by urging shippers to resume the heavier loading, and give us a chance to produce one tenth more transportation, and while we are about it talk up more prompt loading and unloading.

### Service

#### *The Magic Word in Railroad Par-lance*

BY W. E. WARD

Chief Clerk to General Superintendent  
Pittsburgh

ON the morning of June 7, a representative of the Jones & Laughlin Steel Company made request on our Pittsburgh office to trace P. & R. 18477, car of sand, shipped from Cape May, N. J., June 5, routed via—

Atlantic City R. R.  
Philadelphia & Reading,  
Baltimore & Ohio.

for their Pittsburgh works, this material being urgently needed.

Early the following day the same person advised that this car had been reported in by plant manager, and considering the mileage involved, the numerous terminals to go through, etc., the shippers expressed their extreme gratification for such excellent SERVICE.

Looking over the card for this car it is noted that it left Cape May, N. J., June 5; arrived Camden, N. J., same day; delivered P. & R. at Rutherford 1.00 a. m. June 7; passing Cumbo 4.00 p. m., June 7. It arrived at Glenwood (Pittsburgh) at 3.30 a. m., June 8, less than 72 hours from the time it was shipped at Cape May until delivered at Pittsburgh.

With such SERVICE to back them up, every employe of the Baltimore and Ohio is in a position to become a first-class passenger and freight solicitor and it will only be necessary to get a trial shipment from each prospect to see our business increase amazingly.







## The Health Value of Hobbies

*One of a series by Life Extension Institute containing the latest and the most scientific information on healthful living and the prevention of disease*

THERE are friendly germs and unfriendly germs, and likewise there are friendly and wholesome fads and unfriendly, unwholesome fads. A fad that leads a man to spread boredom around him is an unfriendly and unhealthful fad. The right kind of a fad is one that makes us better to live with.

Why is it that a wholesome fad does not add to fatigue and life strain instead of relieving it? The answer is that work of most civilized men involves the use of mental processes that have developed only lately in the history of the race. Thinking, planning, analyzing, figuring—all of this type of work which men and women in executive, professional and clerical lines are required to do, involves a mobilizing of brain power and a demand upon the nervous system and the related glandular system. From this demand primitive man was wholly free.

Furthermore even mechanical work has become more sedentary. Civilized man is a sitting down animal instead of a running-around, climbing animal. He spends more time in reading and writing and looking at pictures or plays than he does in an active physical struggle with nature. Hence when he follows some sport such as football, baseball, tennis, golf or any similar active recreation which involves the primitive elements of pursuit, struggle, capture and victory, he is using the old primitive channels of his brain, nervous system, muscular and glandular systems. He is using the easier pathways for the vital forces of his body, and this tends to maintain his mental and nervous poise.

It has often been noted that mere rest from mental activity, from busi-

ness or professional strain, is not in itself adequate to maintain good health, and it may actually destroy health; it may invite boredom and worry. By bringing into play these primitive activities, the insistent higher mechanism of the brain and nervous system is more completely rested and there is afforded opportunity for more complete self-expression. These primitive demands are always with us, and if we suppress them wholly we suffer by it.

It is well said that no man can overwork who does two kinds of work; the work by which he earns his living and the work by which he balances life strain, which is what is meant by a wholesome fad.

Particular emphasis is laid upon the value of mechanical work as a fad. A man who is daily engaged in work at a factory would not, of course, benefit by such a fad; but the business man, the professional man, the commercial worker, will find that some form of mechanical labor, which does not impose undue mental or physical fatigue, will provide the best balance to vocational strain and the stress of social life. A tool chest and a workshop in the home would, beyond question, cut down the docket in the divorce courts.

Just as football, baseball, tennis and golf call up the primitive exercise of mind and body and simulate the old primitive strife with nature, so does mechanical work simulate the old activities that primitive man was compelled to engage in in order to make his weapons, build his home and protect his existence. The release of these activities is often like balm to a tired and discouraged soul.

There is a wide range of possible activities of this kind: odd jobs about

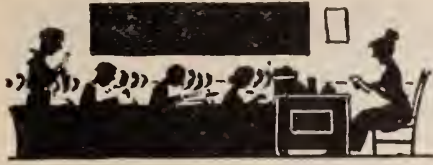
the house, pottering around an automobile, repair work for those who are fatigued or daunted by the thought of any important creative mechanical work. Interest in a task which is not obligatory and yet produces useful results is what should be sought in following a fad. In treating our shell-shocked soldiers, whose condition fundamentally was not different from that of men in civil life who have suffered from the shock of disappointment or the strain from prolonged worry or business anxiety or fear of the future, we were most successful when putting them at work—productive work.

One of the greatest menaces to health and to society is boredom, an aimless lounging condition which many people drift into during the intervals of work. As working hours are shortened, the menace increases. Even when people do not drift into vicious indulgences or dissipation in the endeavor to escape boredom, they often fill in their time in ways that give no opportunity for self-expression. The movies, the theatres, reading, study—all have their places, but self-expression can only be attained by personal activity by doing something ourselves, by seeing something grow and develop under our hands or our brain. Hence a mechanical fad supplies this requirement, this secondary type of work that differs from work and yet is not pure recreation.

This is an age when there are increasing demands on the brain and nervous system, not only in life struggle, but we are bombarded by the complexities of existence. We get all the good news and all the bad news of the world in a sort of machine gun fire, almost as quickly as it happens. Events move swiftly, and we need something to balance this strain. In a fad for mechanical work, therefore, we have the double advantage of relief of life strain and a certain amount of physical activity which offsets our tendency to slump into the easy chair and toast our feet, when we might better be moving around and doing something. Bridge has turned the scale against many a mentally tired man when billiards would have saved him. When a man follows an intellectual pursuit as a fad, he would do well to have a secondary mechanical fad as a safeguard. Gladstone sought refuge from the cares of State in classic literature, but he was driven to demobilize his higher brain centers by tree chopping. The woman who is busy all day with housework would find her best method of self-expression in intellectual work, while the business or professional

*(Continued on next column)*





## Are You Helping Your Child?

**Y**OUR child's usefulness, happiness and success in life are dependent largely upon the care you give it, the watchfulness you keep over it and the intelligence with which you guide it.

You are responsible to a great degree for the actions of its future, be they for good or bad. A child forms its habits from what it sees and the habits become a permanent part of its whole life.

If a child sees clearly he or she will think clearly. The eye is the mirror of the brain and if each image that the eye reflects on the brain is in proper perspective, the impression made and concepts received will be correct. But, if the vision is defective the impressions made and concepts received will be defective and thoughts and opinions expressed will be distorted.

This is not only true of a child—it is true also of older people. The World War proved that about 29 per cent. of the young manhood of the nation between the ages of 21 and 31 years, were suffering from defective vision.

The only way to correct this alarming condition is to adapt corrective treatment early in life. It is the mission of the Eye Sight Conservation Council of America, with headquarters in New York City, to acquaint the public with the great need for better vision.

The clarion call for eye sight conservation must ring through the length and breadth of our land. The responsibility must be placed and the evil corrected. Educators who are moulding the lives of our nation's manhood and womanhood are doing their utmost to make the future generations a better people, physically, but they must have the cooperation of parents.

Father! Mother! Are you doing what you can? Are you helping your child? Are you watching over it and guiding it intelligently? There is no part of a child's physical make-up that will repay careful guardianship more richly than the eye.

*Eye Sight Conservation Council of America.*

## The Health Value of Hobbies

*(Continued from preceding page)*

woman might reverse the formula and balance her life by housework as well as recreational sports.

One word of warning. This counsel about fads must be qualified just as we qualify all health counsel, whether in regard to exercise, diet, or any other phase of hygiene. A fad is not a cure-all. All plans for health building should be made after a thorough physical examination and a consideration of the temperament and aptitudes of the individual. Unless the health program is planned according to the individual needs, it may fail. If you have a focus of infection in your body—a septic tooth or tonsil or an infected gall bladder—it will not be cured by a fad. If you are poisoning yourself in some way or are living on a diet that is greatly inadequate, a fad may mitigate but it cannot cure your trouble. Make a fad your servant, not your master, and it may add many years to your life and make people glad you are alive. God bless the man who first invented fads!

## "Guts"

*By Albert B. Clark*

Keyboard Operator, Printing Department,  
Baltimore

In the current issue of the MAGAZINE there appears a statement that a "friend" remarked to a Veteran that "no man would work twenty years for one employer if he had any guts." Let's put it the other way 'round. No man could stick to one job for many years "unless he has the guts."

It requires considerable stability and strength of character to stick to one job through the trials and vicissitudes of a long period of time. Not every person can do it. Then, also, there enters the important factor of being satisfied and contented,—the feeling that one is and always will receive a square deal.

The Baltimore and Ohio numbers many of its employes in the Veteran class, not a few of whom have passed the half century mark. "There's a reason."



## Can You Refuse?

**EVERYWHERE** you see the ravages of Consumption. There were 1,000,000 cases and 100,000 deaths from this scourge last year. But if all that see these words will help,

*It can be stamped out*

Buy the Tuberculosis Christmas Seals where you see them sold. (A picture of one is below.) The revenue from these sales is devoted to a great organized campaign against Tuberculosis. This campaign gives the service of doctors and nurses to millions of the stricken. It organizes local associations. It carries on educational work in schools and offices and factories. You cannot help in a nobler work. Join it. Buy the seals.



**Stamp Out Tuberculosis  
with Christmas Seals**

**THE NATIONAL, STATE, AND LOCAL TUBERCULOSIS  
ASSOCIATIONS OF THE UNITED STATES**



# The Editor's Turn Table



## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*  
 MARGARET TALBOTT STEVENS, *Associate Editor*  
 CHARLES H. DICKSON, *Art Editor*  
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 HERBERT D. STITT, *Staff Artist*  
 GEORGE B. LUCKEY, *Staff Photographer*

### Block Signals

#### *A Suggestion to Our Enginemen*

It was one of those extremely hot days of late August and the woman in the section opposite me was having her hands full in amusing her two little girls, one about seven and the other about four. She had read to them and gotten them drinks of water and pointed out cows and horses and mules and what not through the window as we sped along. It seemed to get hotter as we neared Washington and as the children became more restless the mother reached down under the seat and pulled out a set of blocks, the kind which are graduated from a very large to a very small one, and all of them opened on one side and hollow so that they can be fitted into each other compactly.

There was a table in the section and on it, just after our train had been run on the westbound track to be backed into Union Station, the mother began to build a single column of blocks, one on top of the other, in front of her. Finally she had all the blocks in the pile, nine of them, and the pile was almost three feet high.

You who know the switches which have to be passed by our trains in going into Union Station know also the gasps we gave as we took first one, then another and finally all of them, without even so much as toppling over a single block. But the big test was yet to come. Would the engineer stop the train so that you had to see it stop and could not feel it stop, in accordance with the best Baltimore and Ohio traditions? That was the question. Well, he did—to the complete safety of the pile of blocks, the pleasure of the children and their mother and the great gratification of at least two Baltimore and Ohio men who witnessed the episode.

The train was No. 1, the day was August 29, and the engineer was Thomas E. Massey.

“Thanks!”

A number of months ago the MAGAZINE started an inquiry (entirely unofficial, of course) as to whether it would be advisable to request our conductors and other ticket takers to thank passengers when they surrendered their transportation. A number of superintendents and

conductors answered our query and the general opinion seemed to be that this should be left to the discretion of the individual conductor in the individual case. This is the right answer, and probably not so much because we have a few conductors who do not see the great big fellowship opportunity in their jobs and from whom the “Thank You” would come with such poor grace as not to be particularly convincing, but rather because we have so many conductors whose smiles and affable ways of greeting passengers mean much more than a perfunctory “Thank You” ever could mean.

Pursuing the inquiry further, the next question is how passengers would feel about an innovation of this sort. And probably this must be answered in the same way as the one above—it depends on cases. If you are like me and feel, for instance, when a storekeeper thanks you after you have made a purchase, that the “Thank You” is more than a perfunctory bit of sentimentalism and that it means “Glad you came in—thanks for your trade—hope you will find our goods all right—come again,” you would like the innovation. But if you are a matter-of-fact, unsentimental individual who dislikes exceedingly to be interrupted from a perusal of the newspaper even by a bit of courtesy such as is suggested, you would probably resent the intrusion.

At the ticket offices the situation is different. There the passenger is transferring his good money for the commodity which the Railroad sells and the least that the salesman can do is to express his thanks in behalf of his employer. If this plan were generally adopted and carried out on the Baltimore and Ohio there is no question but that it would mean a substantial increase in business for us. Most people like reasonable appreciation and are willing to go where they can get it.

### America as Kipling Saw It in 1889

In 1889 Rudyard Kipling made his first visit to the United States, and in “American Notes” gives his impression of the Americans of 30 years ago. “My heart has gone out to them beyond all other people,” he wrote, “and for the life of me I cannot tell why. Their government’s provisional; their law’s the notion of the moment; their railways are made of hairpins and match sticks, and most of their good luck lives in their woods and mines and rivers and not in their brains; but for all that, they be the biggest, finest and best people on the surface of the globe! Just you wait a hundred years and see how they’ll behave when they’ve had the screw put on them and have forgotten a few of the patriarchal teachings of the late Mister George Washington. At present there is too much balcony and too little Romeo in the life plays of their fellow citizens. Later on, when the proportion is adjusted and the American sees the possibilities of his land, he will produce things that will make the effete East stare. He will also be a complex and highly composite administrator. There is nothing known to man that he will not be, and his country will sway the world with one foot as a man tilts a see-saw plank!”

Please Help Keep Cars Moving!



# Homilies of the Hudson

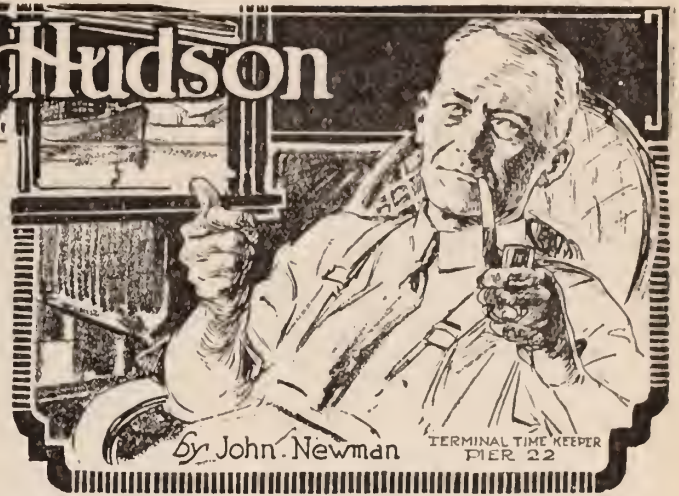
## Step Lively!

There is something in the composition of most men that makes them averse to appearing conspicuous. We say *most* men, advisedly, and we are led to the inference from observation of folks more than from treatises on the subject. Glaring exceptions, of course, are familiar. The blatant self-advertiser—political, eleemosynary or histrionic; the horsey "sport;" the "hall-room-boy;" all are nuisances to be borne with: they constitute a small minority and, as said, *most* men, though not imbued with extraordinary virtue in other respects, are decent in the estimate of their own merits and importance and possess an instinctive dislike of being made subjects of comment. There are men who would rather be regarded wicked or "hardboiled" than be detected in doing something laudable, for fear of having their motives questioned by snarlers, to whom no thing is pure or above suspicion. The foregoing comment is here because of this incident that we witnessed, not long ago.

An elderly Italian woman going to her work, washing or scrubbing, somewhere, when about to alight from the bus in which we were passengers, created a commotion on finding that her pocketbook had been snatched from her apron pocket. There was nothing but her carfare in the purse but she needed it to get to her destination. Calling on all the saints in the calendar to help her, intermingling the calls for succor with maledictions on the head of the robber, interspersed with choice Italian epithets, she was protesting her innocence and inability to pay the busfare and bemoaning that she did not have the other nickel necessary for the subway fare. The correct thing, according to accepted standards, would have been for the bus driver to grab her apron and tell her to "go to," but he didn't; what he did was to tell her to "shut up and step lively," while surreptitiously sneaking a coin into her hand. And when she started to bless him he "stepped on the gas" with a jerk and, standing close by him, we noted that he was embarrassed and flustered. On arrival at the bus terminal we casually inquired if he knew the woman. He gave us a suspicious look and told us to "step lively."

## The Cycle

In a restaurant the other day we were listening to an old commission merchant at our table address his companion, complaining about hard times and small profits. After observing that the too abundant potato crops had made the commodity not worth while handling, he followed by announcing that he was about through, anyhow. "I am going to turn the business over to my sons," he said, "to begin where I end. I came to this country fifty years ago in wooden shoes and homespun pants, and have *worked*. The callouses on my palms have had no time to soften. I started with nothing. My children, bred in this country, will start where I end, with furnished homes, cars and money, and judging from what I know of them they probably will end where I began." Which brought to our mind the remark made by some observer that there is a cycle of about "three generations from overalls to overalls." Modifying it, let us add "sometimes more, sometimes less."



## Efficiency

"Efficiency,"—often spoken of and often misunderstood—means a capacity to produce results or effects with the least possible waste. In a small volume of Chinese proverbs, entitled "Chips of Jade," rendered in English verse by Arthur Guiterman, there is found the following:

"Within the house where fewer servants dwell  
With greater speed the daily work is done;  
One man will bring two buckets from the well,  
Two men, between them both, will carry one."

It is not those that make the most noise and seem the busiest that accomplish the most. A "tin-lizzie" rattles and shimmies while a Pierce-Arrow only purrs and performs.

Efficiency versus both bustle and scurry  
Performs in the manner of speed versus hurry;  
The one spells succeed and the other spells fail,  
Speed cuts the snake's head and hurry, its tail.

## What's a Man to Do?

Aren't women wonderful! Just now, while I was writing my stuff for the MAGAZINE, the wife addressed some small talk to me, but suddenly interrupted herself, and me, exclaiming, "Oh, you are writing—excuse me," and when I answered, "All right, talk your head off, I don't hear you," she was—what do you think? Offended! Aren't women queer?

Ray Garrigus, correspondent at Lima, Ohio, asks: "Why is a Veteran?" and replies:—"Because he observed the safety rules." That is a contributory reason. Other reasons are "because he liked his job," "because he felt that he was a square peg in a square hole," "because he thought that he was receiving full value for his services," (knowing his limitations), or, "because characteristically he was of the 'Order Timidus,' preferring the partnership of a devil he knew to one he didn't know," or maybe, "because a sense of duty and responsibility demanded that he take no chances."

One ex-employee of this Company, an old "side-kick" of mine, who has succeeded in bettering himself since leaving the service, commenting on my Veteran's button, expressed himself elegantly in this wise: "No man would work twenty years for another if he had any guts." Make your own comments, remembering that we all have to work, and that we all work primarily for ourselves, whether in so doing we *serve* others or *work* others.



# The Baltimore and Ohio Is a Busy Railroad—

*But It Is Never Too Busy to Look After the Welfare of Its Employes*

NOTE: *The following story, showing that the Baltimore and Ohio is a "good neighbor" to its own employes as well as to its shippers and to those who make their homes along its lines, was sent to the Editor of the Magazine in the form of a letter, simply signed "Employe." It was, therefore, referred to an officer of the division, who verified it in detail. Besides its interest as a letter of appreciation on the part of an employe, the story tells—to him who reads between the lines—how humanely interested are our officers in the personal welfare of those who have "toiled and thought and wrought" with them; of those who have helped to keep the Baltimore and Ohio up to the standard set for it. The letter story follows. Ed.*

JOHN P. COATS, general foreman, Baltimore and Ohio Shops, Willard, Ohio, had a brief spell of illness prior to July 1, but returned to duty at that date. After a 60-day grind in an endeavor to maintain motive power performance under adverse conditions, he finally broke down and was taken to Sacred Heart Hospital, Garrett, Indiana. Here he was operated on for appendicitis.

The operation was successful and Mrs. Coats, after the 72-hour crisis was passed, returned to their home in Willard to get her three little girls ready to make the trip to Garrett to see their father, who had asked for them. The two older girls left that night to go to their father's bedside, but the mother, with the youngest—a little girl of four years—had intended to return to Garrett on the following day. However, at about 10 o'clock that night (Saturday, September 2), Mrs. Coats received a long-distance message telling her that her husband's condition was worse.

The first train west was No. 3, which was scheduled to leave Willard at 3.10 a. m., Eastern Time, reaching Garrett at 6.08 a. m. Almost frantic with grief, and with the thought that she might be too late in reaching her husband, Mrs. Coats

appealed to Assistant Superintendent M. S. Kopp. Mr. Kopp, in turn, conferred with General Superintendent E. W. Hoffman, General Manager Begien and District Master Mechanic W. S. Johnson.

These men hesitated not a moment; their only concern was in their shortage of power, as to what engines were available, and the shortest length of time in which one could be put in readiness. Thirty minutes after the problem had been placed in their hands word was given that a special, consisting of an engine and a coach, would be ready in 45 minutes.

At 11.30 p. m. the special in which rode Mrs. Coats and her daughter, was on its way. Engine 4280, in charge of Engineer J. G. Kircher and Conductor C. B. Thompkins, sped on through the night—a race against time. They reached Garrett, 128 miles away, at 2.50 a. m., having made the run in 3 hours 20 minutes.

A kindly Providence had ordained that Mr. Coats should take a turn for the better, and on her arrival, Mrs. Coats found him considerably improved. At this writing he is on the road to recovery.

"Good deeds, like a good name, shall endure forever."

## Death of George Heddrick

FAITHFUL and true to the Baltimore and Ohio Railroad and with a service record of 49 years, George W. Heddrick died on August 17.

Mr. Heddrick was born on May 17, 1849 at Warren, Maryland. He entered the service of the Company in 1865. Subsequently he became a fireman and later an engineer, serving in that capacity until his retirement in November, 1914.

Mr. Heddrick was a member of the Baltimore and Ohio Veterans' Association and was familiarly known to his associates as "Uncle George." Among his keepsakes was a bronze medal which was received after forty years' service. He enjoyed fairly good health until September, 1921, when he began slowly to decline.

His funeral services took place at his home, 1825 West Saratoga Street, Baltimore. Mr. Heddrick is survived by one daughter, Mrs. Emmet R. Hall.

## Railroaders Trim Y. M. C. A.

ON October 21 some of the highest average men in the Baltimore and Ohio General Office Duckpin League journeyed to the Y. M. C. A. and defeated the team rolling under that name.

Scores were as follows:—

Y. M. C. A.			
McCahan.....	114	102	114
Fowler.....	115	105	116
Mellon.....	81	91	117
Taylor.....	92	100	100
Krouse.....	88	107	112
	490	505	559

Baltimore and Ohio Railroad			
Struth.....	103	114	103
Hahn.....	89	101	104
Herschel.....	103	101	90
Sauerwein.....	115	110	128
Gallery.....	107	115	95
	517	541	520

## Retired Passenger Conductor J. R. Ellis Won This Passenger Business for His Railroad



This party of 24 left Newark, Ohio, on September 24, for Des Moines, Iowa, to attend the G. A. R. Encampment held at that point. Of his own accord and with no solicitation on the part of the Passenger Department, J. R. Ellis, former passenger conductor, now retired, arranged for the party to travel over the Baltimore and Ohio. We thank Mr. Ellis for his interest in and work for the Railroad and feel sure that the service en route was right up to the Baltimore and Ohio standard. In the picture Mr. Ellis appears in front holding the gun.—B. A. Oatman, Newark, Ohio



# Would You Like a Home "in the Country?"

Here is a Fine House for the Railroader Who Also Loves to Farm



**T**HIS small farm house was designed by the Extension Division of the Agricultural College of Ohio State University and represents the best modern thought in the planning and arrangement of an American farm house. The peculiar needs of the farmer have been carefully planned for, while particular attention has been paid to the requirements of the farmer's wife in efficiently carrying out her part of the farm duties.

An important item to be considered in planning a farm house is the means for taking care of farm hands at meal time. An entrance must be provided from which they can go directly to a wash room where they can clean up and change their clothing before entering the dining room. The floor plans of the house described here show the wash room in the cellar, convenient of access from the grade entrance. The door at the side enters onto a small landing from which stairs lead down to the cellar, or up to the dining room.

Ample space is provided for serving the help needed on a modern farm. In the cellar there is also a large vegetable room, a furnace room and fuel storage space.

A desirable feature of this plan is the office room adjacent to the living room. Here the farmer can have his desk, and keep his books and records. In case an office is not needed this room can be used as an extra bed room. The large living room makes a delightful lounging room for cold weather. The kitchen has an entrance from the back porch and is large enough for the needs of the farm wife.

Upstairs there are three large bed rooms and a bath room. Plenty of closet space has been provided on this floor. The attractive window arrangement across the front of the upper story furnishes excellent light and ventilation. The roomy front porch makes a delightful resting place for twilight hours. If built of concrete it will be cool, clean and sanitary. Similar construction for the outside steps and back porch assures their permanence as concrete will not rot or decay.

Fire safety is of greatest importance in the construction of a farm house because

of the lack of fire-fighting equipment and the difficulty of controlling a blaze once started. With the many fire risks present in barns, machine sheds and other out-buildings it is essential that these structures be constructed of fire-resistive materials. Portland cement stucco on concrete block or tile, with a roof of concrete roofing tile or cement asbestos shingles is proof against any attack of fire from the outside, and if the interior partitions are built with metal lath and plaster any interior fire can easily be confined to the room in which it starts. Such construction is solid and permanent, and secure against destruction and deterioration by storm, rats or decay.

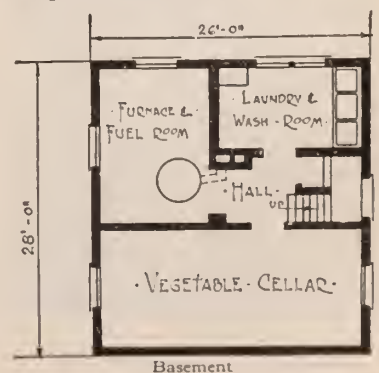
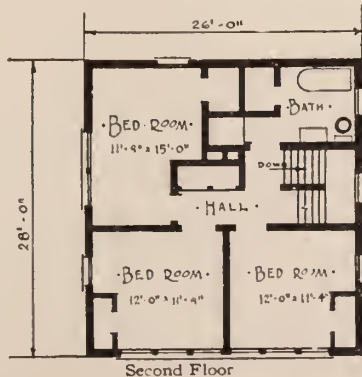
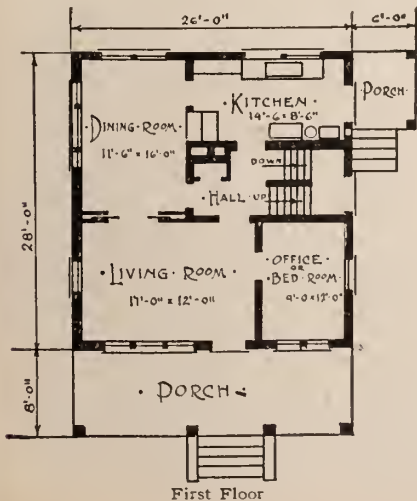
## Do You Want to Build Your Own Home?

Yes? Then we can help you, for through the courtesy of the Portland Cement Association we can supply complete plans and blue prints of the house shown on this page at the low cost of ten dollars (\$10.00).

We also have copies of a book "Concrete Houses," containing pictures and floor plans of 25 houses built of cement and concrete block. Copies of this book may be had by any reader of our Magazine at a cost of fifty cents apiece. For either the book or the complete specifications and blue prints of the house described on this page, remit to the Editor, Mt. Royal Station, Baltimore, Md.

Baltimore and Ohio employes have a special reason for taking advantage of these offers because they can get such substantial help in home building from our Relief Department. For full information write Division "S," Baltimore and Ohio Building, Baltimore, Md.

Employes in small towns and cities along the Railroad would do well to emulate the example set by the Baltimore and Ohio folks at Somerset, Pa. They started a big building boom, got the material people and contractors interested by offering them big contracts for a large number of houses and were thus able to make substantial reductions in the cost of their homes. The Relief Department will be glad to send a representative to any Baltimore and Ohio community which would like to have this plan explained in detail.





# Optimism Keeps Nestor of Law Department Young at Seventy-Nine Years

Ladies and Gentlemen:

Allow us to introduce to you our young friend of the Law Department, 79 years old, 41 years in the Baltimore and Ohio, and confirmed optimist, George W. Haulenbeek.

Mr. Haulenbeek was born in Newark, New Jersey, on October 9, 1843. He served with the Thirteenth New Jersey Volunteers in the Civil War. In 1881 he came to the Baltimore and Ohio. The celebration of his 79th birthday was the occasion of the appearance of his photograph in the Baltimore Sun and a nice little write-up in the Mountain Democrat, of Oakland, Md. We congratulate Mr. Haulenbeek, not alone on his 79 years, but on the youth which he still retains. Among tonics for longevity Mr. Haulenbeek recommends the following:

"There are more sunny days than gray, more pleasant people than disagreeable. Go to bed early, by nine o'clock, if possible; eat plain food at regular intervals, eschew desserts, and always leave the table feeling that you could eat a bit more. Cultivate optimism if you want to live long."

Following is Mr. Haulenbeek's explanation, submitted by him for his notes in this issue, of the publication of his photograph in the MAGAZINE. Read and laugh with him.

### Handsome Men

I always enjoy a full perusal of the Baltimore and Ohio MAGAZINE. Pictures of myriads of pretty and well behaved girls in our service adorn its pages and always afford interest and admiration. (This observation is essential to pave the way for what is coming.) Now and then photographs of men—young men and men along in years—appear, but for real handsome men, the pages of the MAGAZINE seem to lack such demonstration.



George W. Haulenbeek, in service in the Law Department since April 1, 1881

### Filling the Breach

Accordingly, I have decided to fill the breach by sending my photograph. It shows how a man looks at 79 when he feels as though he were 40. Now here is an opportunity for the handsome men in our service to come forward. I warn them, however, that any one participating will have to be a real Adonis to compete in this movement.

### Operator Holcomb—Forty-five Years of Faithful Service

ON September 27 Operator J. D. Holcomb, Summit, Ohio, finished a service of forty-five years with the Baltimore and Ohio, without a notation against his record. He has received the following letter from Trainmaster Broughton:

Columbus, Ohio  
September 27, 1922

Mr. J. D. Holcomb  
Operator  
Summit, Ohio  
Dear Sir:

In looking over the records I note that you were employed as operator on September 27, 1877. This makes 45 years of continuous service, all of which, I understand, has been at the place at which you now are.

This is a wonderful record in itself, but the best feature of it is that there is not a single notation on your service record against you.

It is a record such as yours that makes the railroads safe, and it is indeed a great pleasure to have such men to work with.

I wish you continued health, success and prosperity.

Very truly yours,  
(signed) M. H. Broughton  
Trainmaster and Chief Dispatcher



Operator J. D. Holcomb

### Ticket Agent Payne, Marietta, Ohio, a Baltimore and Ohio Booster

THE accompanying picture is of Ticket Agent G. M. Payne, Marietta, Ohio.

Mr. Payne entered the service of the old C. W. & B. Railroad on August 8, 1886 as operator, bill clerk and cashier in the freight office at Harmar—now known as West Marietta. Mr. Payne worked here under Agent W. W. Lucas. On the retirement of Mr. Lucas, Mr. Payne was made ticket agent and also agent for the U. S. Express Company.

Later, when the Union Depot was built, Mr. Payne was transferred to the new station. This was in 1890, and he has remained there ever since, boosting the Baltimore and Ohio.

Superintendent Kruse, Newark Division, says of Mr. Payne: "He has been

## The Baltimore and Ohio General Office Duckpin League

### Standing of Teams—Season 1922-1923

TEAMS	GAMES PLAYED	WON	LOST	PINS	AVERAGE
Engineering and Accounting.....	24	21	3	11,841	493.37
Riverside.....	24	18	6	11,478	479.50
Comptroller.....	24	16	8	11,955	498.12
District Freight Agent.....	24	14	10	11,310	471.25
Motive Power.....	24	14	10	11,268	469.50
Maintenance of Way.....	24	14	10	11,548	481.16
Auditor Merchandise Receipts.....	24	14	10	11,237	468.20
Transportation.....	24	13	11	11,830	492.91
Coal Traffic.....	24	12	12	11,622	485.00
General Freight Claim Agent.....	24	12	12	11,442	476.66
Fuel Agent.....	24	10	14	10,877	453.20
Auditor Passenger Receipts.....	24	8	16	11,236	468.16
Auditor of Disbursements.....	24	8	16	11,062	460.91
Valuation.....	24	8	16	10,898	454.08
Relief.....	24	8	16	11,026	459.41
Auditor Freight Claims.....	24	2	22	10,420	434.16





Ticket Agent G. M. Payne, Marietta, Ohio

### Keep Cars Moving

in continuous service for 36 years, all of which time he has put in at Marietta. Mr. Payne is a loyal and faithful Baltimore and Ohio man, and I know that personally he is much interested in obtaining all the business possible for the Baltimore and Ohio. The passenger earnings at that point indicate that his efforts are quite successful."

Concerning his own work, Mr. Payne says: "I have always been a booster for the Baltimore and Ohio and I have tried to do my duty. How well I have done it I leave to my superior officers to answer, but my long service with the Company makes me feel that my work has been satisfactory. I hope that it may continue to the end of my journey, and that it may be said of me, 'Well done, thou good and faithful servant.'"

## Railroad Leaders Choose Basic Books of Industry

*How many of them have you in your library, or have you read and studied?*

THE basic books in the railroad industry, as selected by leading members of the industry for inclusion in the business library of the McAlpin Hotel in New York, were recently announced. Among those who made selections, from which the final choice will be made, are:

Julius Kruttschnitt, Chairman, Executive Committee, Southern Pacific Company; S. M. Felton, President, Chicago Great Western Railroad Company; Julius H. Parmelee, Director, Bureau of Railway Economics, Washington, D. C.; Howard Elliott, Chairman, Northern Pacific Railway Company; Hale Holden, President, Chicago, Burlington and Quincy Railroad Company; W. R. Scott, President, Southern Pacific Lines; Daniel Willard, President, The Baltimore and Ohio Railroad Company; C. H. Markham, President, Illinois Central Railroad Company; H. L. Ingersoll, New York Central Lines; J. E. Gorman, President, The Chicago, Rock Island & Pacific Railway Company; and W. H. Truesdale, President, The Delaware, Lackawanna & Western Railroad Company.

These selections were made as a result of an inquiry instituted among the leaders in the railroad industry to assist Mr. Boomer, the manager of the McAlpin Hotel, in building up a business library of the ten books selected by the leaders in each of twenty industries.

In commenting on the gratifying response to his request, Mr. Boomer said:

"When I first made public the plans for a business library in the McAlpin I was advised that the practical business man had little time for theoretical knowledge such

as would be obtained from books. I have before me a very convincing exhibit of replies from leaders in industry to the effect that the business executive not only appreciates the value of a theoretical study of his business, but also values the viewpoint of another man.

"While replies to my letters are still coming in by every mail, it is quite evident from the correspondence already received that the kind of books which treat industrial subjects from the human point of view are more in favor than books of a merely technical character. I have noted a number of comments to the effect that a young man should first read the kind of books that tend to make his business interesting, and read the technical books later to supplement his practical experience.

MR. GORMAN chose:

- Principles of Railroad Transportation, E. R. Johnson & T. W. Van Metre.
  - The American Transportation Question, S. O. Dunn.
  - Railroad Rates and Regulation, W. Z. Ripley, Ph. D.
  - Regulation of Railways, S. O. Dunn.
  - Railroad Traffic and Rates, E. R. Johnson and G. C. Huebner.
  - Letters From An Old Railway Official to His Son, a General Manager, C. D. Hine.
  - Economic Theory of the Location of Railways, A. M. Wellington.
  - Railroads and Government, Frank Haigh Dixon.
  - E. H. Harriman, A Biography, (2 volumes)
  - Waterways versus Railways, H. G. Moulton.
- MR. KRUTTSCHNITT chose:
- Principles of Railroad Transportation, Johnson & Van Metre.

- Railroad Traffic and Rates, Johnson & Huebner.
- Railway Problems, Wm. Z. Ripley.
- The American Transportation Question, Samuel O. Dunn.
- Where and Why Public Ownership Has Failed, Guyot.
- Interstate Transportation, (2 volumes) Harry C. Barnes.
- Government Ownership of Railways, Samuel O. Dunn.
- The Rise of Rail Power In War and Conquest, Edwin A. Pratt, London.
- The Economic Theory of Railway Location, Wellington.
- Maintenance of Way and Structures, Wm. C. Willard.
- Locomotive Operation and Train Control, Arthur J. Wood.
- Handbook of Railroad Expenses, J. Shirley Eaton.
- Ports and Terminal Facilities, MacElwee.
- Railroad Administration, Ray Morris Appleton.
- The Railways and the Traders or The Railways and the Shippers, Wm. M. Acworth, (An English author of high authority. A most admirable book.)

MR. WILLARD chose:

- The American Transportation Question, Samuel O. Dunn.
  - Government Ownership of Railways, Samuel O. Dunn.
  - Regulation of Railways, Including a Discussion of Government Ownership Versus Government Control, Samuel O. Dunn.
  - Railroad Transportation, Dr. Arthur T. Hadley.
- Note—While this book was printed about thirty years ago, it is still one of the soundest books on the subject ever written.
- Railroads; Rates and Regulation, Prof. Wm. Z. Ripley.
  - Railroads; Finance and Organization, Prof. Wm. Z. Ripley.
  - Railroads and Government, Dr. Frank H. Dixon.
  - Railways and the Traders, Sir William Acworth.
  - Elements of Railway Economics, Sir William Acworth.
  - Principles of Railroad Transportation, Emory R. Johnson and Thurman W. Van Metre.
  - American Railroad Economics, A. M. Sakolski.

MR. HOLDEN chose:

- Principles of Railroad Transportation, E. R. Johnson & T. W. Van Metre.
- Railroad Administration, R. Morris.
- What's The Matter With Our Railroads? E. Hungerford.
- Government Ownership of Railways, S. O. Dunn.
- Railroads and Government, F. H. Dixon.
- The Rise of Rail Power in War and Conquest, E. R. Pratt.
- Waterways Versus Railways, H. G. Moulton.

(Continued on page 42)



# How Philadelphia Helps Solve the Street Railway Problem

By C. H. Pumphrey

Division Freight Agent, New York City

*The Baltimore and Ohio Railroad serves many industries of magnitude and importance. Few, however, are more vitally associated with our daily life than the Street Car Manufacturer—and at Philadelphia is located the largest street car plant in the world, The J. G. Brill Company.*

*Street car transportation is an essential agency in the business and social life of every community, so much so that in a number of the large centers which have increased in extent and population it has become a problem of most vital importance. The J. G. Brill Company is helping in the solution of this problem by increasing its output and improving the utility of its product to meet all demands. Normally, they have a payroll of 2,200 employes, building on an average of 150 cars per month.*

*The plant is served by the Baltimore and Ohio Railroad and the Pennsylvania Railroad and operates three engines of its own, which perform all switching.*

*As one of a series of articles on "Industrial Philadelphia," the "Girard Letter," published by the Girard Trust Company of Philadelphia, recently described the interesting plant of The J. G. Brill Company as follows:*

**G**REAT industries make great cities. To win fame as the world's workshop, Philadelphia had first to create not only a few but many pre-eminent industrial plants; and it has them.

Among the most famous of these are The J. G. Brill Company's street railway car shops.

Beyond all comparison, the name Brill stands first all over the civilized world as a builder of street cars.

Not only does the Brill Company lead all competitors, but it makes more street cars

How well Brill does it, is shown by figures. Three-fifths of all the people in this country who ride on the street railways travel in cars made by Brill of Philadelphia.

The story of the rise and achievements of these premier car builders of the world is a leaf from the romance of American business.

The first attempt to operate a horse car on tracks in any street was made in New York in 1832. It was a failure and some 25 years passed before the first flanged-wheel tracks were laid in Philadelphia and street railways were finally launched upon what proved to be a permanent basis.

The first street cars for Philadelphia were built by Murphy and Allison in a little plant at Market and Nineteenth Streets. That is of less consequence to the people of today than another fact, that in their shop was a thrifty and intelligent foreman whose name was John George Brill. Mr. Brill's son, G. Martin

Brill, also became a foreman in the Murphy and Allison plant.

It is a curious thing that the fame of Brill started with a fire, and it is one of the few fires in history to which may be directly attributed so great a distinction.

Murphy and Allison's car factory was burned in 1868, and from that date they discontinued the manufacture of horse cars.

That gave the Brills, father and son, all the inducement two far-seeing men required, and they turned away from the smoking ruins of their employers and started to build street cars themselves at Thirty-first and Chestnut Streets and also at Twenty-fifth and Lombard Streets.

Brill started modestly with \$1,300 capital. Behind that meagre supply

of money was an unbounded reservoir of imagination and will.

The big reason why the Brill Company has outdistanced all others is that it has always stuck to the principle that when some new kind of a car seemed to be needed by the public, the Brill Company designed it and built it. Brill always led the way.

Beyond any comparison, they have introduced to the riding public more improvements and comforts than have any other street car builders.

The old firm of the Brills, composed of father and son, was still very small and young when in 1872 James Rawle purchased a one-third interest in the works. The business was subsequently reorganized under the name that became world-famous—The J. G. Brill Company.

Mr. Rawle brought not only cash but a head full of brains into the manufacture of street cars. Like his partners, he was alert for everything that looked like an improvement.

The father of this splendid manufacturing plant, John George Brill, died in 1888 and he was succeeded by G. Martin Brill.

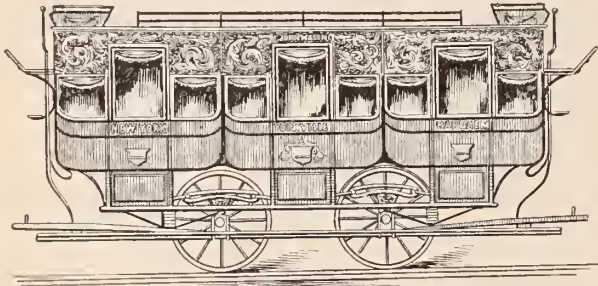
Another son, John A. Brill, originally a bookkeeper in the company, was without a rival in the field of street car inventions. He was undoubtedly the greatest inventor of his class who ever lived, and also one of the greatest salesmen. A proof of this is that today more than 200 of his patents are still alive.

From the very start Brill's policy was to give any town or any country whatever kind of car it wanted, provided it was a good car and would do its work. That sagacious principle of meeting the demands of local or national prejudices has enabled the Brill Company to market its cars literally from "Greenland's Icy Mountains to India's Coral Strand."

It has built for Cape Town some gigantic electric cars. To far Northern Helsingfors in Finland it is dispatching a wholly different type of smaller car, but a model of its kind.

To Barcelona in Spain is going a huge car totally unlike either of the other two. At the present moment the Company is constructing cars for 20 different nations.

And for 140 American cities the Brill Company has been recently making a wholly new kind of car called the safety car, which may change the entire character of street railway traffic.



Original Street Car used on Old Broadway Line, New York.

than all others in the United States combined.

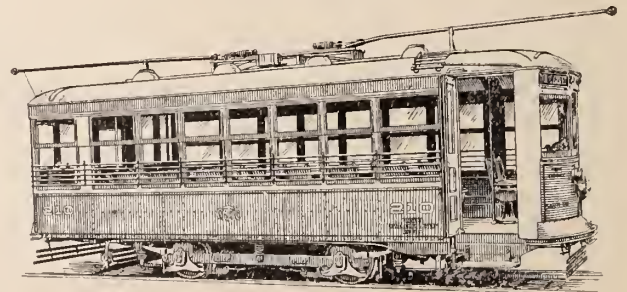
In this day of world-wide markets, a plant of the Brill magnitude looms up as a valuable national asset, and its home is Philadelphia.

Street railways are but little more than 60 years old, yet they have become vital in the life of every large city in America.

The stupendous volume of our electrical railway traffic can have no real comparisons.

Ten times as many passengers every day ride in electric railway cars as in steam railroad cars. No other problem continually causes more anxiety and discussion in every populous community than the street railway question.

To transport quickly and cheaply and safely virtually the whole working population of a town twice a day and do it within a few restricted hours, is a Herculean job. To supply vehicles in which those scores of millions of passengers must daily travel is Brill's job.



The Safety Car—the most popular car being built today.



The main plant of The J. G. Brill Company is at Sixty-second Street and Woodland Avenue.

But this \$10,000,000 corporation—that seems big compared with John George Brill's \$1,300 in 1868—has important subsidiary companies in Cleveland, Ohio, Springfield, Mass., and St. Louis, Mo.

This Philadelphia plant covers about 30 acres of ground. Here they can produce a new street car every working hour of the day.

During its career of 52 years, the Brills have turned out about 50,000 cars, which is a record unapproached by any other street car builders on earth.

And they really make the cars at Brills, every part of them except the wheels and electric motors. The biggest cars weigh about 30 tons, but the most popular car being turned out today is known as the safety car, which weighs less than a third of that.

This is called a safety car because it is fool-proof. It is proof against a fool motor-man and a fool passenger as well.

This safety car weighs only about eight tons and is operated by one man. The motorman collects the fare. Among the advantages of this car which seem compelling to many street railway operators are the clever mechanisms to prevent passengers from being hurt. For instance, the car cannot start when the door is open.

Brills have made about 3,000 of these safety cars in the past couple of years for 140 different cities. Brooklyn has 200 of them, and Boston more than 300.

The idea seems to be to have more of these smaller cars in operation in order to pick up and carry away passengers. That pleases the traveling public, while the cost of operating them with one man is also considerably less than the cost of operating big cars.

How is a street car actually made? First comes from the purchasing company a general idea of what sort of vehicle it wants. Then the engineers at Brill's reduce the ideas to exact plans and figures and photograph the draughtsmen's drawings—a new kink in production certainties, to reduce the possibilities of errors.

Most of a big new street car is steel, but there is a tendency to return to wooden parts again, because they are more easily repaired after an accident.

The sides of a car made of steel are about one-sixteenth of an inch thick. When the sides are wood, oak or ash is used; and for a wooden roof, poplar covered on the outside with canvas.

Years ago Brill invented that curious slat floor you always see in street cars and nothing has since come to replace it. That wood is maple. It permits dirt in summer and snow in winter to be eliminated in the quickest and easiest way.

The celebrated "Brill truck" is forged steel, having side bars made in one piece, whereas other builders construct the truck of built-up design.

Cars are made in many sizes and widths. There are seven or eight different gauges, running from three feet and one-half to more than five feet.

It takes four 50 horse power motors to run the largest cars. Brill made a great hit when substituting two motors in place of four 40 horse powers. It was a bit of manufacturing genius which has been translated into very definite financial economies in the operation of many roads.

When cars are made for foreign countries they are dismantled in sections and shipped in boxes with every part carefully "match" marked.

There are mills to produce the wooden parts just as needed, a cabinet shop, and departments where such things as seat metal and upholstery are produced. You may see them weaving the rattan seats for cars at the Brill plant, the raw rattan coming from Borneo and Sumatra.

Indeed, President S. M. Curwen himself came up from one of the shops, traveling with no special permit over that road which always leads upward for the man who relies solely upon his own personal equipment. His career is one of those inspiring examples found in the story of successful American business.

Few manufacturing companies anywhere so early saw the necessity for welfare work among its employes, and for devices to protect workmen from injuries.

So all over those 30 busy acres within the Brill enclosure, you will see the blue and yellow danger signals. They were among the first, if not the first, in the world to discover that a blue and yellow signal can be seen farther than the old-time red signal which meant danger.

A hospital on the grounds gives instant treatment to the hurt and sick.

A dental shop also has been introduced which is going even a step beyond nearly all other manufacturers who see the wisdom of reducing absenteeism on the part of workmen by the best humanitarian aids for employes.

And all this pays in the long race, although the initial cost of making so big an establishment both safe and sane was heavy.

But the Company's motto, pasted upon the walls in big type, is this: "Why take a chance? The odds are against you."

It is almost impossible to travel about any large American city on street railways and not ride in a Brill car. And all over the world—in Central and South America, Europe and Africa—these Philadelphia-made cars are a living advertisement of the enterprise of the world's foremost street car builders.

If the sun never sets upon the British flag and that nation's drum-beat is heard around the globe, neither does the sun ever go down upon a Brill car. Not only does it follow our own, but almost every other flag.

So it was not at all strange when the great war burst that the nations with which America later became associated, turned to

Brill for help; and they did not turn in vain. Philadelphia has never realized what was going on in that mammoth car shop during the war.

First there were auto truck bodies for Russia, England, France and Belgium. Then the Czar called for shell forgings, and these were turned out complete at Brill's in great quantities. Gigantic searchlights were another war specialty produced, and so were those huge railway trucks which were made to carry Uncle Sam's 16-inch guns that were dispatched to blow Metz off the map. Liberty motor cylinders, signal corps carts, meat racks, tool wagons, limbers for big field guns, battery reel trucks, a trench mortar for England, a unique printing press auto truck and other war-time products were made by Brill to meet this emergency.

So well is the Company organized that when the stress came, it was able to switch its facilities from the production of cars to the output for battle materials.

### His First Penny

IT WAS impressive to meet Andrew Carnegie in his own home and to hear, as he sat at his library table, the story of how he earned his first penny. In his favorite work, the world's greatest philanthropist has followed an impulse implanted in an humble Scotch school house in Dunfermline.

"I was in pinafores, attending school," he told me, "and like all Scotch children we were nurtured on Burns. One day the master asked me to speak a piece, and I went to the platform and recited without a break a long poem by Burns. The feat so astonished the kind old master that when I made my final bow to trip back to my seat, he handed me a penny and patted me on the head. This was the first penny I ever earned. I often think of it, and I can see in my mind's eye that old Scotch schoolhouse and the few straggling books in the library which, because of their scarcity, compelled us to commit to memory many of their treasures."

The blue eyes sparkled while the speaker related the incident, and I could not help considering the contrast between the little Scotch lad who earned his first penny in reciting Burns, and the renowned philanthropist who today has made his name so indelibly associated with the library and literary development of the age.

—Joe Mitchell Chapple

### Good Night

"I can't keep the visitors from coming up," said the office boy, dejectedly, to the president. "When I say you're out, they simply say they must see you."

"Well," said the president, "just tell them that's what they all say."

That afternoon there called at the office a young lady. The boy assured her it was impossible to see the president.

"But I am his wife," said the lady.

"Oh, that's what they all say," said the boy.—*Selling Facts.*





*Note:*

All puzzles published in this department will be defined, as far as possible, from the *New Standard Dictionary*, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the *New Standard Dictionary*, the name of such authority must be stated at the end of the definition, in parenthesis. Obsolete words will be marked at the end of the definition thus—"obs". Variant spellings of a word must be marked at the end of the definition thus—"var". Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

**New Puzzles**

1. ANAGRAM

NOT A SPORT TRAIN

We will not travel on a foreign road,  
When we can get there on the B. & O.;  
Because we think it is the finest road,  
We practice safety everywhere we go.  
Baltimore, Md. C. Lion

2. OCTAGON

1—The bleat of a sheep.  
2—To lay colors on.  
3—A bag of varnished silk, which, when inflated with any gas lighter than air, floats in the air.  
4—An iron or steel shoulder plate worn by a man-at-arms.  
5—Not the same.  
6—A natural object, such as a deer, bear, etc., regarded by savages as an object of worship.  
7—A Bible name.  
Washington, D. C. Nypho

3. BEHEADMENT (5)

The FIRST and its cousin in evil, the gold,  
Between them a terrible tale could unfold  
Of misery, bloodshed and horrors untold  
Recorded in red as the centuries rolled.

And now to atone for the crimes of its past  
It suffers beheadment to give me a LAST.  
New York, N. Y. John Newman

4. DIAMOND

1—A letter.  
2—A card or label attached to a package as for an address.  
3—Money paid to bind a bargain (Scotch).  
4—In music, an interval of three tones.  
5—The Monumental City.  
6—Any animal of a genus of American rodents containing the typical pocket gophers.  
7—To whirl a spindle (Obs. or Scotch).  
8—The earth (Scotch and Eng. Dial).  
9—A letter.  
Baltimore, Md. Atlas

5. TRANSPOSITION (4)

When through the ONE in Spring you go  
To get outside to roam the fields  
The TWO of flowers is found all o'er—  
To you a day of pleasure yields.  
Bangor, Pa. Jack O'Lantern

ANSWERS to the puzzles published in the August issue are:

1. S- imply

2. N  
C A T  
C A T E R  
N A T U R A L  
T E R R Y  
R A Y  
L

3. Bait-bit

4. T O A S T  
O T T E R  
A T O N E  
S E N N A  
T R E A T

5. Tops, Post, Spot, Stop

6. R  
H I S  
B A N K S  
T A R S I E R  
C A R P E N T E R

7. Coal-goal

8. A E G I S  
T A L E D  
P E W I T  
X E N I A  
R E N T S

9. Sad-iron

10. P  
M A P  
R E S A W  
M E S S I A H  
P A S S E N G E R  
P A I N T E R  
W A G E R  
H E R  
R

11. Salmon—Mason

12. C A R E S S  
A L A N I N  
R A T T L E  
E N T R E E  
S I L E N T  
S N E E T H

13. Baltimore and Ohio Railroad.

14. S H A R K  
H E R O N  
A R G U E  
R O U T E  
K N E E L

15. Railroad

Correct solutions were received from the following:

John C. Svec, Grace M. Manning, W. E. Madden, Olive W. Dennis, Mrs. Gertrude L. Kelly, Eko, W. T. Ahrens, Mrs. M. B. Bloxom, S. T. Udent, C. Lion, G. Hartman Pryor, L. M. N. Terry, Comrade, The Major, Martelia, Atlas, Primrose, Pearlle Glenn, L. E. Phant, Baltimore, Md.; P. M. Pennington, Cumberland, Md.; Wick-o-cincy, Gem, Cincinnati, Ohio; Kappa Kappa, Fargo, N. Dak.; Gemini, Poly, Brooklyn, N. Y.; Molemi, Gi Gantic, Hopeful, St. Louis, Mo.; Gee, Asheboro, N. C.; Alec Sander, Philadelphia, Pa.; Fred Domino, Corinth, Miss.; Towhead, Lafayette, Ind.; Emeline, Fairbury, Neb.; Spica, Whitney Crossing, N. Y.; Sherlock Holmes, Worthing, S. Dak.; C. Saw, Tunste, Joaquin, St. Germaine, New York, N. Y.; Jack O'Lantern, T. Hinker, Bangor, Pa.; Nanki Poo, Holyoke, Mass.; K. T. Did, E. R. Woodson, Nypho, Washington, D. C.; Delmonte, Richmond, Va.; Dan D. Lyon, New Florence, Pa.; Mentor, Chicago, Ill.; Tom Crestmore, Johnstown, Pa.; Arty Ess, Scranton, Pa.; Lateo, Hoboken, N. J.; T. S. Comer, Park Junction, Philadelphia, Pa.; Spud, Yazoo City, Miss.



6. SQUARE

- 1—Flexible.
- 2—A two-seated carriage having a double top.
- 3—Bars of gold or silver for assaying, cooking or export.
- 4—Of or pertaining to Adonis.
- 5—A carnivorous naticoid sea-snail.
- 6—A native or naturalized inhabitant of Tuscany.

Red Crow

7. CURTAILMENT (5)

"To drink or not to drink;"  
No home brew for yours truly,  
Yet, as I stop to think,  
Would't make me soused unduly?  
I've tried it, old and new,  
I've drunk of it a-plenty  
It does not make me TWO,  
Tho' I take ten or twenty  
Glasses. I'm not a soak.  
Please understand me TOTAL  
This simply is a joke,  
I'm merely anecdotal.  
Brooklyn, N. Y.

Gemini

8. HALF SQUARE

- 1—A graded road, having one or more tracks usually of metal rails supported by sleepers.
- 2—Shadowless men.
- 3—Glacial epoch.
- 4—Any one of the various twining or climbing plants of a tropical forest.
- 5—(Anglo. Ind.) A musical composition.
- 6—Single.
- 7—Like.
- 8—A letter.

Primrose

9. TRANSDELETION (5)

Send in your sols. the Ed. implores;  
Though large or small may be your scores.  
Just ONE or TWO, to him your hits,  
And win a smile from coy Mis Fitts.  
Corinth, Miss. Fred Domino

10. HEXAGON

- 1—Beings (Fr.).
- 2—A procreator.
- 3—To emit steam or gas again.
- 4—One who causes diffusion or shedding.
- 5—Withdrawn from association.
- 6—Capable of turning on an axis.

7—A liquid compound obtained by the distillation of various resins.

8—A throwing off of allegiance.

9—In anatomy, anything of triangular form.  
Cincinnati, Ohio. Wick-o-cincy

11. CHARADE (6)

T'was seven in the evening,  
Just above the Johnstown FIRST,  
When old Si Perkins passed the turn,  
And we grabbed our clothes and ran.  
His LAST was waddling with us,  
And the water sure was cool;  
But old Si Perkins was more than hot,  
For we had all hooked school.  
"Gol darn your hides," we heard him yell,  
As he reached for a slim piece of whortle,  
"I'm not going to hurt any of you," he cried,  
"But I'm going to whip my TOTAL."  
Baltimore, Md. W. E. Madden

12. INVERTED PYRAMID

Across:

- 1—Runways or tracks formed of rails laid end to end in two parallel lines.
- 2—The whole of a church tower.
- 3—Obsolete form of Saddle.
- 4—A peg.
- 5—A letter.

Down:

- 1—A letter.
- 2—Like.
- 3—Possessive case of it.
- 4—To jump.
- 5—To dip again.
- 6—Not shut up.
- 7—The whole.
- 8—Dialectic form of The.
- 9—A letter.

Scranton, Pa. Arty Ess

13. INITIAL CHANGE (6)

To "The Major"  
"The Major" is a jovial soul,  
With a motto of "Laugh and grow fat."  
If he gets any stouter, I'll wager,  
He'll ONE, when using the mat.

Should he e'er happen to be in a TWO,  
"The Major" like jelly would be,  
For if they should all push together,  
They'd mash the poor Major, you see.  
Baltimore, Md. S. T. Udent

14. RHOMBOID

Across:

- 1—Pecuniary amercements inflicted as a penalty for offenses against the law.
- 2—Preserves by care or hoarding.
- 3—A carnivorous animal belonging to the civet family.
- 4—Rosters.
- 5—Moving with celerity.

Down:

- 1—A letter.
- 2—The third person singular of the verb to be.
- 3—To find fault constantly.
- 4—Eternally.
- 5—Spanish for Mister or Sir.
- 6—A bristle or sharp hair.

The Prize Winners

Miss Olive W. Dennis, Executive Department; Eko (O. K. Eden), Engineering Department; S. T. Udent (Miss Mary E. Whitehill), Auditor Disbursements Office; all of Baltimore, Md.

- 7—A spigot.
- 8—Spanish for yes.
- 9—A letter.

Baltimore, Md. Guy F. Biggs

15. RIDDLE

Disease and death we daily spread,  
For mischief few can match us;  
Yet baseball players always strain  
Their utmost nerve to catch us.  
St. Louis, Mo. Molemi

16. SQUARE

- 1—Smaller.
  - 2—Food for horses and cattle from the aftermath.
  - 3—Commonwealths.
  - 4—Irony.
  - 5—A Bohemian variety of Vesuvianite.
  - 6—To feel resentment at.
- Johnstown, Pa. Tom Crestmore

Just between You and Me

S. T. Udent (Mary E. Whitehill) sends in a complete list of answers to the August puzzles and says in part: "Puzzling is a game of interest, pleasure and increased knowledge. I have only been at it for two months but I can already see the great advantage of it. I regret I did not start sooner."

C. Lion (J. R. Remington) makes his initial bow with a neat anagram and a complete list of solutions. We expect to publish many good puzzles from his pen in future issues.

Eko (O. K. Eden) is another new addition to our ranks who says he is much interested in the Puzzle Department and proves it by sending in a complete list of answers to the August puzzles. He properly points out a mistake which we made when printing No. 11 puzzle in that issue. Our marking indicated the answer as containing seven letters, when in reality it consisted of only six letters. While we try to be exceedingly careful in editing our copy these mistakes are bound to occur once in a while and we will feel grateful to our readers if they will call attention to them, and at the same time we promise to be even more careful in the future.

Tom Crestmore (Chas. O. Rallins) is a veteran puzzler who thought he had retired but could not resist the temptation to get back into the game when he happened to get hold of a copy of the Baltimore and Ohio MAGAZINE. Tom holds down a responsible position in the Traffic Department of our good friends, the Cambria Steel Co., and a sample of his work appears in this issue with more to follow.

(Continued on page 72)

As a prize for the best list of solutions to these puzzles a year's subscription to the Enigma, the official organ of the National Puzzler's League, which carries with it a year's membership in the League, will be awarded. The Enigma publishes the highest grade of word puzzles and numbers among its contributors the brightest lights in puzzeldom. To receive proper credit all lists of solutions must be in my hands by January 5, the answers and solvers list will be published in the February issue.



# Women's Department

Edited by MARGARET TALBOTT STEVENS

## Salad Dressing and Macaroons for Thanksgiving

By Mrs. Adella Phelps

*Note: Many of those who have visited the Woman's Exchange in Baltimore during the past seven years have been privileged to sample the famous cakes which Mrs. Phelps makes. Mrs. Phelps, although not an employe of our Baltimore and Ohio, has travelled on our Road regularly for many years and she naturally is a great booster for it. She is well known throughout Prince George's County, Maryland, for her culinary arts, and we, having sampled Mrs. Phelps goodies, are only too glad to present her recipes to our women readers.*

—Associate Editor.

### Cooked Salad Dressing

All measurements for this recipe should be strictly level.

Into 1½ tablespoons of flour put 1 teaspoon of salt, 1 tablespoon of sugar, ½ teaspoon of dry mustard and 1 saltspoon of cayenne. Stir these well together. Then into this mixture break one egg. Beat until smooth and free of lumps. Add slowly two tablespoons of melted butter, beating all the while; a little less than a half-cup of vinegar, and one cup of cream. Mix well and cook in double boiler or in one vessel over a slow flame, stirring all the time until it is of the consistency of a smooth custard. Remove from the fire, beat well and put it into a glass container. Pour over the mixture two tablespoons of salad oil. This preserves it for future use. Before using beat well. The cream that I find satisfactory is a full cup from the top of a quart bottle of milk. This dressing is excellent for all kinds of vegetable and fruit salads and will keep for a long time. Try it with your Thanksgiving menu.

### Oatmeal Macaroons

- 1 cup of sugar
- 1 tablespoon of melted butter
- 2 eggs
- ¾ teaspoon of salt
- 2½ cups of rolled oats
- 2 level teaspoons of baking powder (I use Royal)
- 1 teaspoon of vanilla

Mix well together the baking powder with the oats. Cream the sugar with the butter; add egg yolks, salt and then the oats and baking powder mixture; lastly add the beaten whites of the eggs and the vanilla. Mix thoroughly. Drop on tins about one teaspoonful for each macaroon, and allow space for spreading. Bake in a moderate oven. Grease the tins slightly.

### Chopped Pickles

- By Mrs. Harry S. Reay, Wife of Composer,  
Printing Department
- ½ peck green tomatoes
  - ½ peck small onions
  - 1 cupful salt
  - 3 quarts vinegar

- 2 pounds sugar
- 2 tablespoons celery seed
- ½ pound white mustard
- 2 tablespoons allspice
- 2 tablespoons cloves
- 2 tablespoons cinnamon
- 2 tablespoons ginger
- ½ teaspoon red pepper.

Slice and chop the onions and tomatoes. Cover with salt and let them stand over night. In the morning drain thoroughly. Put into a saucepan, and cover with 1 quart of the vinegar. Boil for 15 minutes. Drain and put the sugar, mustard, pepper, and spices into the remaining two quarts of vinegar. Set over the fire. As soon as the vinegar boils, add the chopped tomatoes and onions and boil for ten minutes. Take from the fire and put into glass jars while hot. The quantities given here will make six quarts.

## This Little Lady Has Knitted Six Sweaters

IN a recent issue of the MAGAZINE we published a picture of a group of girls from the Baltimore and Ohio Building dressed in their sweaters which they themselves had knitted. We also asked that if there were others among our girls who had made sweaters we should like to have their pictures. As a result we received the following letter which tells its own story. This is an unusually attractive sweater and we are glad to show a picture of it with Miss Edgington inside.

201 W. Wabash Avenue  
Mahoningtown, Pa.  
September 28, 1922

To the Baltimore and Ohio MAGAZINE:

I was looking through the MAGAZINE and found the picture of five sweaters. I myself have knitted six sweaters, and this one (as shown in the picture) is different from any of those which you pictured in the MAGAZINE. I made this sweater by first knitting ten, purling ten, for five rows. Then, purl ten, knit ten for five rows more, and so on.

Yours truly,  
(signed) Cordelia Edgington

## Thanksgiving

By Emma Jones Spence, Widow of the Late Conductor Taylor Spence, Redlands, California

For life here and hereafter, for powers of mind,  
For sweet opportunities to bless all mankind;  
A great revelation of just what I can be;  
Love, duties and truth—faith, eternity.

For all possibilities, ideals made clear,  
Rest, labor and comforts, faces so dear;  
For a world full of sympathy, beauty and good,  
Temptations overcome and hardships withstood.

For Homeland and kindred, for friends tried and true,  
Time, reason, unselfishness, the right each may do;  
For sins Thou forgivest, for the goodness we see—  
I thank Thee, dear Father; these gifts are of Thee.



Miss Cordelia Edgington wearing her pretty sweater



# How to Hold Husband



WHEN I was a little girl of ten or twelve years, a neighbor, who was a young married woman, used to loan me copies of a woman's magazine which she "took." Month after month I read it with breathless interest, so much, indeed, that my mother had to punish me sometimes for reading it when I should have been attending to my other tasks. And yet, about the only thing that I remember besides the name of the magazine was the fact that every month somebody was giving his or her best efforts towards telling all of the readers "How to Hold a Husband." (I remember once asking my mother why they didn't tell you how to get one. And how my father laughed right out loud, much to my embarrassment and chagrin.)

The consensus of opinion, however, seemed to favor the idea that it was only necessary to give him his own way in everything; to feed him well on his favorite foods, and always to keep all domestic vexations away from him—yet—never to have any secrets from him, and above all things, to meet him at the door with a smile and a kiss. And at this meeting at the door, you must be dressed in your prettiest frock with a rose in your hair!

Then one day our community was shocked by one good lady's husband who ran away with the hired woman. And I happened to know that the wife was one who had always practiced that prettiest-frock, smile, and rose-in-your-hair way. I went to an old married lady—she must have been all of twenty-five—and asked her about it. What do you think her answer was? Why, that any man would get tired of the same thing all the time. She said that you might as well try to live on a candy diet all the time, without any meat, potatoes, and pickles in between.

By Helen Rose White

Wife of E. F. White, Office of Auditor Coal and Coke Receipts

*Note: In the October issue of the MAGAZINE there was an article by Mrs. White on "How to Make Good Coffee." The article which follows is quite as interesting, and we have no doubt but that it will be even more helpful. The title sounds like a joke, but you will read between the lines a good bit of sound advice. We should like to hear from some others among our railroaders' wives.*

—Associate Editor.

So, for a long time afterward, the hired girl, who was fat and untidy and at least three years older than the man with whom she had run away, represented "meat, potatoes, and pickles" to my mind whenever I heard her name mentioned.

Since then, however, I have had many years to observe this "holding" game, and I have concluded that there are more "don'ts" than "does." Here are some of them, gleaned from experience.

**RULE ONE:** Don't bore him. If you want to talk about something, be sure that he is interested in it before you hold forth at any length.

**RULE TWO:** Don't criticise severely either your husband or his friends, or any of your own friends. If you have a poor opinion of someone, be careful how you express it; one unexpressed opinion is worth a dozen unfavorable opinions expressed. Men generally catalog all of these things as "cattiness."

**RULE THREE:** Learn self control. Don't make a habit of losing your temper. Then when you do have to "blow up" it will have more effect. If you find yourself in the wrong on some question, just drop it and say no more about it. A man hates a scene—unless he makes it himself. If he is in the wrong, drop it also—unless he asks forgiveness. In this case, don't hesitate a minute to forgive him; he'll probably offend in like manner again, and you might as well keep in practice.

**RULE FOUR:** Don't refuse to accompany him when he asks you to. When he says, "Let's go to the movies," or anywhere else, just say "Let's." Drop whatever you are doing or whatever you are planning to do and go along. Sometimes a husband wants a "good pal," and lots of perfectly good husbands are frequently lost, or at least mislaid, because their wives prefer to

darn stockings rather than go on a little trip with them.

**RULE FIVE:** See that he gets good meals, properly cooked. If he wants to show you how to make biscuits like Mother used to make, why, just let him. He'll enjoy it—and so will you.

**RULE SIX:** Endeavor to cultivate broad-mindedness and a wholesome point of view. Be ready to admit that there are two sides to every question. If you do this and you are willing to try as hard to entertain him after marriage as you were in "courting days," you should have no difficulty about holding him.

After all, the rules resolve themselves into two old proverbs: "Bear and forbear," and "Live and let live."

Above all things, don't be too perfect. Think how hard perfection is on the other fellow and make a few mistakes now and then.

Summing it up in a nutshell: Treat him as you would treat any other person whose friendship you value, and if he's worth holding, you can't lose him!

## Work

Mrs. Hatfield accosted a colored woman who was passing. "Do you know anyone I can hire to help me clean house?"

"No'm. I ain't knowin' any colored ladies what needs work, but I knows a colored man what cleans windows and does some other kinds of housecleanin'."

"What does he charge?"

"Sixty cents an hour."

"Why, he makes more than some school teachers, doesn't he?"

"Yes'm; but school teachers only has to use de haids."—*Judge.*

"Mama, am I descended from a monkey?"

"I don't know son, I never knew any of your father's people."—*Crescent.*



Mrs. Clarence Young, wife of Engineering Accountant, Baltimore, and "Cyrus III"



# Draped Effects Gain in Favor as Skirts Increase in Length

By Maude Hall

**D**RAPERIES must be put down among the features of dress to be strongly emphasized in modes for Autumn. The uneven hem-line is accented in the new season's models by various methods of draping. The cascade drape is used sometimes on one side and sometimes on both, developing a particularly irregular hem-line. Sometimes the collar is used to originate the draping, instead of the applied back, as just described.

The home dressmaker will find that careful planning will put the most marvelous of the new models within her income. Less expensive materials and needlework done by one's own fingers eliminate the big cost of the imported designs. For instance, satin-faced crepe may be substituted for one of the expensive new fabrics used to develop one of the late Paris frocks. One of the distinguishing notes of the design is a collar and vestee of self-material, cut in one, crossed in front and stitched. The blouse and the skirt are trimmed with drawn-work, arranged in group rows, three rows to each group. Double bands of the crepe trim the three-quarter length sleeves, the bands being neatly mitered at the corners.

Crepe satin, Canton crepe, crepe bengal or crepe faille may be employed to copy a model with more complicated form of drapery, yet withal, charmingly simple and easy to make. The color is brown—the tempting new shade called toast. The dress

has an oval-shaped neck in front and straight outline at the back. The waist is gathered on the shoulders in front, the closing being on the left shoulder and under the left arm. The blouse has an applied back, cut in one with a panel, which hangs free beyond the right shoulder. The panel then cascades down the side of the dress, ending in a point which extends below the hem of the three-piece gathered skirt. The applied back and panel may be omitted, if preferred, leaving still a straight-line frock of irresistible smartness.

### Stately in Black Satin

True stateliness is achieved in this gown of soft black satin. The long kimono sleeves are cut in one with side-front and side-back sections, then gathered to straight bands. The front and back of the skirt are in panel style, with deep crosswise tucks for a trimming. The side gores fall below the hem. Medium size requires 6¼ yards 36-inch satin.

PICTORIAL REVIEW DRESS No. 9813. Sizes, 34 to 44 inches bust, and 16 to 20 years. Price, 35 cents.

### The Return of the Tweed Suit

The return of the tweed suit is welcomed by all, especially in the new version. In this model the single-breasted coat falls almost to the hem of the skirt and is trimmed with silk braid. The two-piece skirt is gathered at the top and closed at the left



9813  
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side-seam. Pockets are inserted at each side of the front under straps of self-material. Medium size requires 4¼ yards 54-inch tweed.

PICTORIAL REVIEW JACKET No. 9633. Sizes, 34 to 46 inches bust. Price, 35 cents.

SKIRT No. 9974. Sizes, 24 to 38 inches waist. Price, 30 cents.

### Sizes of Patterns

PICTORIAL REVIEW DRESS No. 1361. Sizes, 34 to 46 inches bust. Price, 35 cents.

PICTORIAL REVIEW DRESS No. 1336. Sizes, 34 to 48 inches bust. Price, 35 cents.

PICTORIAL REVIEW DRESS No. 1332. Sizes, 34 to 46 inches bust, and 18 and 20 years. Price, 35 cents.

PICTORIAL REVIEW DRESS No. 1340. Sizes, 34 to 46 inches bust. Price, 35 cents.

PICTORIAL REVIEW DRESS No. 1366. Sizes, 6 to 14 years. Price, 30 cents.

Teacher: Take this sentence: Let the cow be taken out of the lot. What mood?  
Pupil: The cow.

—Texas Scalper.

### WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md."

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Dress 1361 - 35 cents

Dress 1336  
35 cents

Dress 1332  
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Dress 1340  
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Child's Dress  
1366--30 cents





Willie's Home Training

Mrs. Jones was entertaining some of her son's little friends. "Willie," she said, addressing a six year old, who was enjoying a plate of cold beef, "are you sure you can cut your own meat?"

The child, who was making desperate efforts with his knife and fork, replied:

"Yes, thanks, I've often had it as tough as this at home."

—The Christian Evangelist.

James, Summon Rand McNally!

Sir: Reflections on Hallowe'en are perhaps untimely. Still the Geographical Society of America may wish to add to its notabilia the episode of my typist's sister, who donned her brother's habiliments and sallied into the revelry. She had been absent but a short time when she returned hysterical: "I fell down," she sobbed, "and ripped my trousers at a busy corner."

—M.

Lesson in Home Dressmaking

A Slip-on Nightgown That Gives Variety to the Models Shown for the New Season

THERE is variety in nightgowns as there is in day gowns, the styles of the latter emphatically influencing the development of the former. The slip-on nightgown is an outcome of the mode for slip-on effects in dresses, coats, etc. This design has shoulder straps, which may be self-material or of ribbon. Also they may be made plain or with gathers along the shoulder seams. For the upper edge, either a hem or an applied two-piece band may be used as a finish.

For medium size the model requires 3 3/8 yards of 36-inch material. This provides bands of the same material. When ribbon is used for the bands, 3 yards will be sufficient, but 3/4 of a yard of ribbon will have to be added. The back and front of the gown are laid along the lengthwise fold of material, when cutting. The bands and the shoulder

straps may have the straight edges placed along the selvage edges of the fabric.

To make the model, join the front and back sections as notched. If desired without bands, turn the hem at the upper edge of nightgown on small "o" perforations. Turn the hem at lower edge on small "o" perforations. When the bands are to be omitted, in cutting the nightgown, cut off the upper part 3/8 of an inch above the small "o" perforations in front and back.

When the bands are used, join the front and back sections as notched and adjust to position on front and back of nightgown, with center-fronts, center-backs, seams and upper edges even. Next, join front and back shoulder straps as notched and sew to upper front and back edges of nightgown, matching single large "O" and double small "oo" perforations.

One does not have to possess a very inventive mind to see the possibility of using this model also as a costume slip.

SLIP-ON NIGHTGOWN No. 1167. Sizes, small, medium and large. Price, 30 cents.

Do People Tell You Their Tales of Woe?

By Mrs. Louise Sagle, Matron, Camden Station

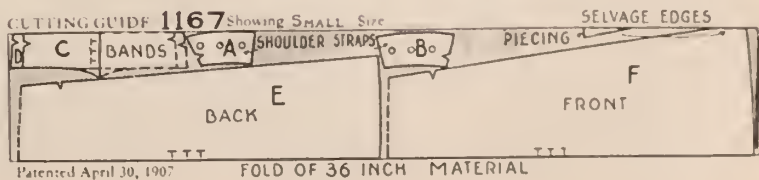
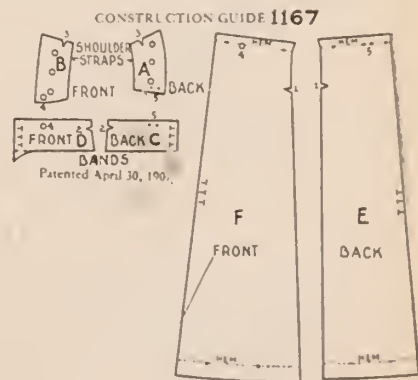
I DON'T know whether I am expected to be a doctor or a minister, but from the way that folks come in and tell me their troubles, I am beginning to believe that I am a combination of both. At any rate, I can well sympathize with both professions.

"From Maine to California, from New York to Idaho," they come to tell me their life histories. Yes, I believe that some of them would like to engage me to hang their husbands. However, this all helps me to forget my own ills, for there's no better way of forgetting yourself than to listen to somebody else's troubles; you always find that there are thousands worse off than you are, and you feel a bit ashamed to think that you've complained at all.

I have been asked to say something about decorating a home, or about house-keeping. At present I have nothing to say. All that I possess is a trunk and a suitcase, and I can be ready to move in five minutes' notice. Some years ago I sold all my worldly goods and spent the money on a good trip; so, the only thing that I can advise all Old Ladies to do is not to live in the past, but "pack up your troubles in your old kit bag," sell out everything else, and have a good time while you're alive. Deal squarely with everybody and the future will take care of itself.

One day a big, fat "cullud lady" lumbered in, carrying a large, well-filled and stuffed straw suitcase. This she dragged with all her might across the floor of the rest room until she stood in front of where I sat.

"Heah!" she said, dropping the bag in close proximity to my pet corn, "Heah! Watch dis, an' I'll gib yo' a nickel when I returns!"







### Some Little Girl Will Like This Dolly for Christmas

4196. The little doll mother may not only make dolly's clothes but also the doll, from the models supplied herewith. The body may be of drill, unbleached muslin, oil cloth or sanitas, with a stuffing of bran, kopak, or cotton. Eyes of shoe buttons, nose and lips of yarn, or, the features may be embroidered or painted.

Dressed as a clown this doll will be very attractive. The suit may be of calico, cretonne or scraps of silk or satin. One or two colors of materials may be used. For the rompers—cretonne or gingham is pleasing. Dolly will be so glad of the dear little pockets in her rompers, and "Pierrot," the clown, will do all sorts of tricks in his comfortable costume, if his arms and legs are fastened so as to be moveable.

The Pattern comprising the Doll and the garments, is cut in 3 Sizes: Small—12 inches, Medium—16 inches, Large—20 inches in length. The Doll requires for a Medium size  $\frac{1}{2}$  yard. The rompers  $\frac{1}{8}$



yard; the suit and hat,  $1\frac{1}{4}$  yards of 27-inch material.

### A Pretty and Serviceable School Dress

4152. Serge and plaid suiting are here combined. The fronts meet over a panel. The sleeve is in bell style. This model makes a splendid school dress.

The pattern is cut in 4 Sizes: 6, 8, 10, and 12 years. A 10 year size requires  $2\frac{3}{4}$  yards of 44 inch material. To trim as illustrated will require 1 yard of 32 inch material.

### A Stylish Afternoon Dress

4160. This is a splendid model for mature figures. It features the low waistline and surplice closing now so popular. The sleeve may be finished in  $\frac{3}{4}$  or in elbow length.

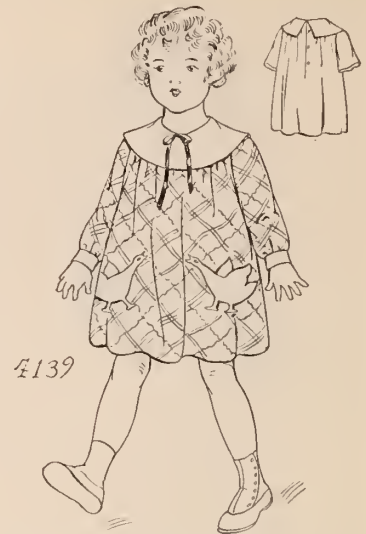


The pattern is cut in 7 Sizes: 36, 38, 40, 42, 44, 46, and 48 inches bust measure. A 38 inch size requires  $4\frac{3}{4}$  yards of 40 inch material. The width of the skirt with plaits extended is  $2\frac{1}{2}$  yards.

### A Frock to Please the Little Miss

4139. Picture pockets have long been a popular feature of children's dresses. This model is especially attractive, as it also shows the new broad collar.

The pattern is cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size requires  $3\frac{1}{4}$  yards of 32 inch material. To trim as illustrated, requires  $\frac{5}{8}$  yard of 32 inch contrasting material.



### A Model for Service and Protection

4163. This "easy to make" apron model is nice in unbleached muslin with facings of contrasting material, or, in gingham, chintz or percale. The side seams are free below the hips, but if preferred may be closed their entire length.

The pattern is cut in 4 Sizes: Small 34-36; Medium 38-40; Large 42-44; Extra Large 46-48 inches bust measure. A medium size requires  $4\frac{3}{4}$  yards of 27 inch material.

### Pattern Prices

Any Pattern, ON THIS PAGE ONLY, sent to any address on receipt of 12 cents in stamps. Use coupon on preceding page.





# How Can We Put East Chicago Station in First Place?

By Susan Whelan, Cashier

(Who answers the question for every other station on the Railroad, too!)

**T**HE correct answer to this question is through the team work of us employes.

It is the only thing that will make the efficiency at this station the highest on the system.

There are opportunities at all times (if we only avail ourselves of them) to do something outside of our ordinary routine of work to help the railroad. Being faithful at our desks is not the only obligation we have. We should secure business, have the Company's best interests at heart, recommend our service to others and urge them to give it a trial. Those becoming patrons of the Railroad now will continue to be so years hence, and every new patron will become a missionary for our service and bring others to use it.

Every employe should realize that his or her own welfare is prospered only as the prosperity of the Railroad increases. We should do our best to make others glad to deal with our Company. Many times during the day we represent our Company and we should make the impression a good one. It costs nothing to develop the habit of courtesy and it pays big dividends. Courteous clerks are a valuable asset.

## Send in That Suggestion!

Don't hesitate to offer suggestions which will improve conditions or that may increase efficiency. You may say that not everyone can make good suggestions, but I say emphatically that this ability is mainly a habit which any man or woman with a normal brain can acquire. It is chiefly a question of mental attitude. The ordinary mental attitude is that of accepting things just as they are, of not looking beneath the surface, of having little or no belief that things can be made better; such an attitude

effectually prevents any ideas from being born. Let us change this attitude, taking nothing for granted. Look at conditions and things not merely with the outward eye, but with that inward eye of the mind which thinks as it sees. Show the management the possibilities of better methods in our own office, in the operating department, the shops or any other department. Most of us dislike to think; therefore many tasks are performed in a way which involves a minimum of mental effort and produces a minimum of efficiency.

## Don't Let Your Mind Get Lazy

The only way that a man can work without thinking is to do the job in the way in which he or someone else has done it before. When he has to do a new job he must do some thinking, but usually it will be found that he will adopt a method which requires on his part the least possible mental effort for its origination. None of us know what we are really capable of doing until we get in a situation where we really have to do it.

## An Honest Day's Work

What constitutes the fair day's work for which we expect a fair day's pay? Some workmen think that it is the least they can do and still not get discharged. Why have this mistaken idea? Most employers think that it is the amount of work which their industrious employes normally accomplish. Let us, therefore, live up to this and use every minute of the day on duty to the best advantage. If we have any leisure time, which often may be the case, why not utilize it for self improvement, studying the Railway Official Guide, Freight Tariffs, or offering assistance to someone else in the office who may need help? In this way, notwithstanding the fact that we should know our particular job from "A" to "Z" we may acquire an enormous amount of knowledge and skill which will not only lead to our own successful goal, but also serve in the progress of the Company.

## Make Prompt Reports!

Another matter of importance which should not be sidestepped is the sending in of all reports at the appointed time. Let it be shown that we can come first in this as well as in other things. Accuracy and neatness are essential and should be our guide—first, last and all the time. We have yet to find the person who doesn't make mistakes, but we can all cultivate accuracy, even though it may be necessary to sacrifice speed for a time to acquire it. Accuracy and speed really go hand in hand. They require only reasonable concentration and effort.

## Keeping Files Straight

Whenever we have occasion to refer to files to secure any documents for information, let us always replace them properly when they have served our purpose. By doing this we abolish entirely the "Hunt System" for some one else who may wish to use them. There is a place for everything and everything should be in its place. Let system and order prevail.

Last, but not least, let us be faithful and loyal to our obligations, forging ahead with enthusiastic interest to make East Chicago Station second to none in the eyes of the management of this Company.

## Her Boss Says that Susie Practices What She Preaches

Miss Susan Whelan, the author of the accompanying article, began service with the Baltimore and Ohio in the Agent's Office at East Chicago on April 22, 1918, as a clerk, handling car records. Later there was a vacancy on the Abstract Desk, and, on recommendation of the chief clerk, Miss Whelan was appointed to fill the position. A year later, on the resignation of the cashier, Miss Whelan was promoted to fill the vacancy.

After telling us of Miss Whelan's record, her "boss," F. N. Hickok, freight agent, says:

"Everybody likes Susie: she always applies herself to her work, never giving any thought to play while on duty, and never being too busy to assist a co-worker. She is thorough and never leaves a leaf unturned until she accomplishes her purpose—that of doing the work assigned to her and correctly furnishing details in everything. There is never a complaint from the officers of the work in her department.

"Her job as abstract clerk was no boy's job. We have nearly fifty industries and nine connecting lines to take care of. Some of these industries handle 200 cars daily.

"When informed of her appointment as cashier, Miss Whelan thanked me and remarked that she would do her best. In her quiet, unassuming way she took hold of the reins of that position and is still holding it down as a first class cashier.

"We all hope that she will stay with us for a long time and that she likes us enough to stick and not want to run away with someone else, signing up a life's contract. However, it's hard to tell, you know. We have noticed that she goes to the same little town every year for her vacation."



Miss Susan Whelan



# LEAVE IT TO BENNY BENZINE

A NEAR TRAGEDY IN TWO ACTS

## DRAMATIS PERSONÆ

**TYPE WRITER** (his assembled members: Rattly Ratchet, Shift Lock, Rubber Roller, Flippant Keys, Blackie Ribbon, Sliding Carriage, Back Spacer).

**BENNY BENZINE**, the hero.

**LINEN PAPER**, whose pride takes a tumble.

**FORGETFUL MARY** } stenographers.  
**CAREFUL ALICE** }

## ACT I, SCENE I.

Prelude (heard from behind the curtain):

**ZIG:** If a machine needs cleaning, can the typewriter brush?

**ZAG:** No, but a Benzine can.

Curtain rises as the harsh strain of a dizzy jazz tune issues forth from Type Writer, operated by Forgetful Mary.

**TYPE WRITER:** Oh, oh, oh! There's something radically wrong inside of me. If you keys don't stop kicking and scratching and creaking and groaning like you are doing, you'll give me nervous prostration. Stop it, I say!

**RUBBER ROLLER:** That's what I say. They keep banging away at my poor head like sledge hammers on a tin roof. They won't give me a minute's peace. No matter which way I turn, it's all the same. What under the sun ails them? Why, when Jane used to play on them our music was sweet—even classical at times; now it seems as though we have nothing but jazz, and that gets worse every minute.

**LINEN PAPER:** And do you remember the beautiful letters that I used to have on my face? Now they are as crooked as can be and smeared with carbon. They're perfect sights! Look at them! You can't tell the 8's from the 3's, nor the n's from the r's. If they are no better before they get to the end of the page, I'll get thrown into the waste basket *toute de suite*.

**SLIDING CARRIAGE:** And as for me, I've an attack of the rheumatism. Every time I slide I feel as though I'll surely break. I wonder if there's some new disease going around?

**BACK SPACER:** I'm positively sick and tired of running back six times a minute for Mary to erase some letter. I don't mind it once in a while, but this is too much. I'll get spinal meningitis.

**BLACKIE RIBBON:** Every time a key has hit me this morning, it has cut deeper and deeper holes in my clothes.

First thing you know they'll be putting on a new ribbon, and I haven't lived my three score and ten hours of perpetual motion yet, no, not by a long way; but I'll be going soon at this rate. Plague those keys!

**FLIPPANT KEYS:** Yes, that's right! Blame everything on us! Why, our joints are just as sore as yours, perhaps worse. We are just as near the scrap heap cemetery as the rest of you.

**ALL:** Oh, oh, oh! What shall we do?

(Brain-racking jazz continues as curtain falls.)

## ACT I, SCENE II.

Midnight.

(Voices come from behind the curtain, which does not rise.)

**RUBBER ROLLER:** Keys, keep still! I can't sleep.

**FLIPPANT KEYS:** That's nothing, neither can we.

**RUBBER ROLLER:** Why not?

**FLIPPANT KEYS:** Can't you see we're freezing to death? You can't expect us to sleep when we have no cover on us. These long Autumn nights are chilly. Mary forgot to pull the cover down over us; she just threw it across your head and left it there. That's no way to do. Half an hour ago the dust man came along with his broom, and since we had no cover, the dust settled on our chests so that we can hardly speak. We'll never be able to work tomorrow. Why, we haven't even been

dusted off since last Saturday when Jane left.

**SLIDING CARRIAGE:** Is that you, Keys, talking like that? No wonder you kicked and scratched, you poor little things! I wish I could hand you a part of our cover. We have entirely too much, for it's doubled here. I don't see how Roller and I are going to stand it through the night. We have all of the cover and you have none.

**RUBBER ROLLER:** And that's not all. Nobody has seen a drop of oil since I can't tell the day when.

**SLIDING CARRIAGE:** That's the truth. I'd hate like thunder to say anything against Mary, for she's a nice little girl, but I do wish she'd remember to clean us up once in awhile. I'm getting entirely too stiff to turn over. Where is the paper?

**LINEN PAPER:** Here I am; right in the waste basket where I told you I'd go. And I'm glad of it, for I would be ashamed to show my face in polite society.

**TYPE WRITER:** This must go on no longer. You, my men, are expected to work and you have nothing to work on—no oil to drink, no alcohol or benzine baths, no dusting, nothing—absolutely nothing!

**SHIFT LOCK:** If you please, sir, may I make a suggestion?





TYPE WRITER: Go on.

SHIFT LOCK: If you please, sir, I suggest that since we can't live on air and dust that we go on a strike.

ALL: Yes, yes, yes!

TYPE WRITER: I'd hate to call a strike unless it is positively necessary. Yet, it seems to be about the only thing left to do.

RATTLY RATCHET: Tra-la-la, tra-la-la, tra-la—

RUBBER ROLLER: Shut up! Who asked you to say anything? You're only a bit of a rattle-trap.

RATTLY RATCHET: Perhaps—but I have an idea. Tra-la-la—

RUBBER ROLLER: Out with it.

RATTLY RATCHET: I saw an oil can today.

SLIDING CARRIAGE: You saw an oil can! Well, what of it?

RATTLY RATCHET: But I know where he is this minute, and Benny Benzine, too. You know Benny can fix things up; he always does.

RUBBER ROLLER: Where is he? Within calling distance?

RATTLY RATCHET: Under this very table. Tra-la-la, tra-la-la!

Hello, there, Mr. Oil Can and Benny Benzine, speak for yourselves.

OIL CAN } Yes, we're here.  
BENNY BENZINE }

RUBBER ROLLER } Why didn't you say something?  
SHIFT LOCK }

OIL CAN: Because we don't believe in butting into arguments.

RUBBER ROLLER: No, you always were a smooth, slick-tongued fellow. Why can't you come up here, and relieve your fellow creatures?

OIL CAN: How could I get there?

RUBBER ROLLER: You can run, can't you?

OIL CAN: Not uphill. I'd help you soon enough if somebody would lift me up as Jane used to do. Evidently Mary doesn't know that we are here. Isn't that true, Benny?

BENNY BENZINE: Perfectly correct. But I heard you talking about striking. Take my advice and don't do it; it will only cause more trouble. If you strike, Mary will tell her chief that you have refused to work. He will send for a repair man, who will find out that you haven't been properly cared for, and poor Mary may get the grand bounce for neglecting her duties. You wouldn't want to do that, would you?

ALL: No, no indeed!

FLIPPANT KEYS: But what would you suggest?

BENNY BENZINE: She's new, you know, and we've got to have patience. Have you thought of telling her about it?

SHIFT LOCK: If you please, sir, I've tried to tell her several times today, but she wouldn't listen. I stuck tight in my place and refused to move several times when she wished me to, but I couldn't attract her attention. She just gave me a shove and made me work.



FLIPPANT KEYS: Don't you think, Benny, that you could find a way to tell her?

BENNY BENZINE: I don't know; I'll try. All of you go to sleep if you can, and I'll try to think of something by morning.

ALL: Thanks, Benny, and good night.

BENNY BENZINE: Good night.

ACT II, SCENE I.

8.30 o'clock on the next morning.

Forgetful Mary and Careful Alice enter. Mary seats herself at the typewriter, puts in a clean sheet and turns the roller with an effort.

Pop! Bang! Ouch! The stopper jumps out of the benzine can under the table.

MARY: Ugh! What's that horrible odor? (Shakes cologne on her handkerchief and sniffs it.)

CAREFUL ALICE (from across the aisle): That's your benzine can. It must be too warm in here for it, or else you didn't put the stopper in tight the last time you used it.

FORGETFUL MARY: I haven't used it.

CAREFUL ALICE: Oh, haven't you cleaned your typewriter since you've been here? Don't you know how?

FORGETFUL MARY: Oh, yes, they taught us at school, but I have been so busy getting my work out that I've really neglected the poor typewriter. Why, no wonder that shift lock refused to work yesterday. The keys got stuck, too, and my paper was horrid looking. But, just watch me! I'll fix it up right away. (Proceeds to clean and oil typewriter with great care.)

ACT I SCENE II.

Afternoon of the same day.

Curtain rises, showing Mary seated at typewriter, playing a merry tune on the keys. She is smiling. The keys run like clockwork.

(Curtain.)

ACT II, SCENE III.

That night, at ten o'clock.

Voices from behind the curtain:—

TYPE WRITER: Well, how do you feel by this time, Keys?

FLIPPANT KEYS: Fine! Cover on tight and we're ready for a snooze.

RUBBER ROLLER: Benzine, where are you?

BENNY BENZINE: Right under the table where I belong.

RUBBER ROLLER: Say, tell us how you pulled off that stunt.

ALL: Yes, Benny, tell us about it.

BENNY BENZINE: It was simply an accident. I lay awake all

night worrying about it. The more I thought the madder I got. This morning I felt as though I could stand it no longer. I held my breath as long as I could and my neck began to perspire. Suddenly my collar burst. You know the rest. Mary smelled it and Alice told her.

FLIPPANT KEYS: Three cheers for Benny Benzine! He gets there every time!

ALL: Rah! Rah! Rah! for Benny Benzine, who saves us from the Rubbish Cemetery!

(Curtain. Soft music.)

M. T. S.







## Make Your Christmas Presents from Old Stockings!

**D**ID you ever see a pin tree? No? Well, I am sure that you will want to make one for somebody's dressing table. Often little girls and boys want to give Christmas presents to everybody in the family, and yet they do not know how to make their pennies stretch. Try making these presents for Mother, Sister, Auntie, or Grandma, and I'm sure that they will be pleased. Just ask Mother to let you have all of the stockings that are too old to mend any more. Then get your scissors, a needle and some thread, a large, empty wooden spool, a bit of bright colored crepe paper, some cotton wool, and a round stick of the size of a lead pencil, and you're ready to begin.

First we'll make the pin tree. Sharpen the stick at one end. Cut a long, narrow strip of the crepe paper and wind this tightly around the stick, beginning at the blunt end and ending with a little twist at the sharp end. Then, take a wider strip of the paper and fasten it with a pretty bow around the spool. Slit one of the worn stockings from top to toe, and with a saucer as a pattern, cut from it two round pieces. Gather the edge of one of these, draw it up to form the shape of a little cup. Into the bottom of this pack a small handful of the cotton wool. Then insert the blunt end of your pretty stick. Pack the wool in tightly until it will hold no more. Draw the threads tightly and fasten this little ball to the stick by winding the threads around it. Now gather the second piece, and fit it over the first, turning the edges neatly under, and catching them with the thread. Insert the sharp end of the stick into one end of the spool, being sure that it fits in tightly. Now your pin tree is ready. The spool forms a box for the tree, the stick forms the trunk, and when the pins are stuck into the little woolen ball, they will form the branches. For Christmas, be sure to put a pretty little tag on it, reading something like this:

"What a wonderful tree now we see  
With pins for you and pins for me!"

And then, there is a lovely rug that you can make for grandma. She will like it in her bedroom or bathroom this winter. You will need a good many stockings for this or you can combine the stockings with strips of woolen cloth of pretty colors.

Perhaps you can find some pieces of red flannel, or if you have some red and blue dyes, dye some worn out underwear and cut it in strips 1½ inches wide. When cutting out the stockings, start at the top and cut round and round and round. Sew the end of one long strip to the beginning of another, and so on. Make your strips into three different balls. When you are ready to begin, sew the three ends together, unravel each ball for about one yard, and put a safety pin into it so that it will not unravel itself any further. Then begin to plait. When you have made about forty or fifty yards, you have enough for a good sized rug.

Using the end on which you started plaiting as a center, sew the plait around in a circle with the over and over stitch joining the edges. You will soon find your material growing into a lovely rug which you will be proud to use as a gift. Or, if you know how to crochet, use one of the large wooden needles and crochet your strips into a rug. It is a little faster work than the plaiting and sewing, although the plaited rugs are prettier.

Sew together pieces of white stockings to form two squares of the same size. Bind these together with white or colored binding and you have a nice washcloth.

There are lots of wonderful toys to be made from stockings. If you will hunt up the MAGAZINE for last December, you will find out how to make a pussycat from a black stocking. And there are clown dolls and black Dinahs and all sorts of dolls. Next month, if we can find the space, we are going to tell you how to make a cunning little rabbit from an old white, gray, pink or black stocking, with old glove fingers for his nice, long ears.

### For Our Little Puzzlers

**T**HE answers to the puzzles in the September MAGAZINE are:

No. 1. The word "n-o-t-h-i-n-g."

No. 2. The letter "h."

No. 3. (Hidden fruits): Peach, apple, currant, plum, pear.

Did you guess them all? Well, if you did, here are some more for you. See if you can get them all. To all those who send in correct answers, Aunt Mary will send six postcards of scenes along the Baltimore and Ohio. Send your answers and all letters to:

Aunt Mary

Baltimore and Ohio Magazine

Mt. Royal Station, Baltimore, Maryland.

#### 1. RIDDLE

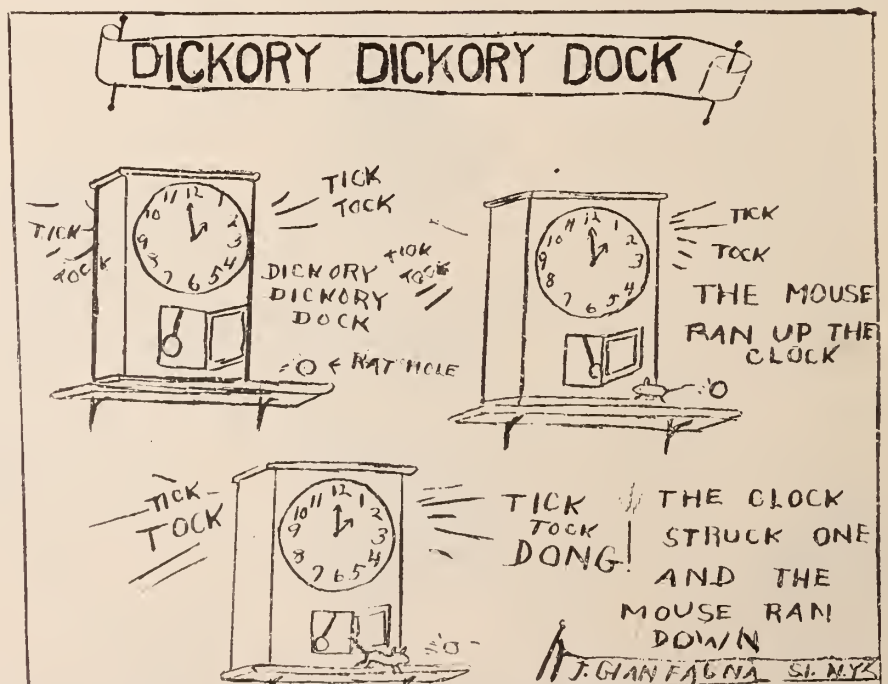
(This is easy.)

Cut off the head of a "weapon of war," then place at the end of the remainder the letter you cut off from the head and you will get what we always use to express meaning.

#### 2. BEHEADMENT

(Oh, but this is a hard one.)

The entire word means "to clip," as



Our little eleven-year-old artist from Staten Island sends us another interesting drawing. Watch the mouse. Thank you, John!



wool; cut off the first letter and we have a second word which means what we do with the third word formed by taking the first letter from the second word.

By Mr. Oyster, Baltimore, Md.

3. REBUS  
(And this one is just as hard.)

The relative position of the five letters below, the second line to the first, when expressed in language or written out, form a word meaning "An old style of gun."

Bus

B1

By Mr. Oyster, Baltimore, Md.

## Children, Shall We Let This "Old Boy" into Our Circle?

Dear Girls and Boys:

We have had letters from Mother Goose and from Uncle Oscar; now we have a letter from one of our own railroad men. What do you think that he does? Why, he works at the Print Shop at Mt. Clare, Baltimore, Md., and he helps to print the MAGAZINE and the Children's Page for us to read. But this letter is really funny, for "Uncle Albert" (don't you think it's all right to call him that?) thinks he is about as young as any one of you little people. And he's a grown up man.

How I laughed when I read it, for I just happened to think how funny it would be if all the Baltimore and Ohio Veterans would take a notion to be kids again. Suppose, for instance, Grandpa Holmes and Uncle George Stumner would enter our Safety Contest. Why, goodness me! I'd never know what to give them as prizes, would you?

But we're all glad to read this letter, I am sure, and we shall want to hear more about little Scamp, Jack, and Pretty Kitty.

And now, before you read Uncle Albert's letter, let me wish you just the happiest, nicest, Thanksgiving Day that you ever had.

Yours lovingly,

*Aunt Mary*

P. S. There'll be lots of Safety Contest news for you in next month's MAGAZINE.



Jeff, drawn by Harvey Gaumer, son of Section Foreman H. E. Gaumer, Ft. Marion, Pa., is inspecting the clothes of the sailor boy, drawn by Freda Brown Michaels, of Somerset, Pa.

4. REBUS

(This one will be easy if you guessed No. 3.)

The relative position of the two letters below, one to the other, when expressed in language or written out, form a combination of letters spelling a word meaning "sweethearts."

L

S

By Mr. Oyster, Baltimore, Md.

I hope that many of our little readers will send me answers to these puzzles—they are so interesting and instructive.

Here is Uncle Albert's letter which I am sure you will all enjoy. Be sure to let me know what you think of him as a member of our little circle.

Pasadena, Md., September 11, 1922

Dear Aunt Mary:

I am 46 years old and work on the Mono-type Keyboard in the Printing Department at Mount Clare, where the MAGAZINE is printed, and I want to join your happy family of "little folks." May I? My grandpa, who also worked for the Baltimore and Ohio, was "only a boy" when he died, nearly 82 years old, and I am not much more than half that old, so I guess I'm not too grown up, am I? Well, I've joined now, anyway, and you can't put me out, 'cause that isn't fair. So, there!

I want to tell you all about our little new puppy. (And a little more besides, as I go along. But that's a secret. Don't tell.) One day when I got home from work my wife had the dearest, cutest, cunningest little black and tan puppy you just ever saw. Sam (that's the boy who brings the Sunday paper) brought it to her. And Jack, our big brown dog, was so jealous he lost all his curiosity and wouldn't even look at him or smell him. And "Pretty Kitty," (that's our old mother cat) didn't offer to hurt him a bit, 'cause she knew he was only a puppy. But Kitty's a terrible fighter when it comes to grown up dogs, big and little. One time when three dogs were fighting on our back porch Kitty shot out like a blue streak,—no, a black and white streak, as soon as the door was opened, and pretty soon the three dogs and the cat rolled off the porch together, and two of the dogs ran away howling. Kitty showed them all the fight they wanted to see for that time. But our dog, Jack, didn't run away, 'cause he belongs here and knows Kitty, but she slaps him sometimes and then he holds just as still as he can be, for if he didn't he'd get scratched awful.

Well, the new puppy slept for the longest time in an old wash basin with rags in it for a bed, and then after a while he woke up and began to squeal and my wife thought he was hungry and gave him some milk and he began to lap it just as if he knew

how all his life. I guess maybe he did almost, 'cause he was only five weeks old. But pretty soon he began to squeal again and my wife thought he had the colic and gave him some peppermint just like he was a little baby, but he kept right on squealing for the longest time 'til I said we'd have to call him "Piggy" 'cause he squealed so much. Well, after awhile he stopped squealing and my wife put him into a barrel in the feed house and we went to bed, and the next morning he was there squealing again. Now, what do you think was the matter with him? Why, he missed his little mother. But he is all right now and squeals only a little, and barks and plays under our feet and gets stepped on and bites our ankles and pulls our shoe strings and tries to pull our pants off and everything, just like all other puppies.

Now, Aunt Mary, what do you think is a good name for a wee, little pup? My wife says she likes the name "Scamp," so I guess he'll be a scamp all his life. I think he will, sure 'nough.

Give my love to all the "little folks" and wish them for me many happy days reading the MAGAZINE until they all grow up to be Veterans or wives of Veterans.

Yours truly,

Albert B. Clark

Sing a song of tooth-paste,  
At morning and at night,  
Twenty healthy little teeth  
Strong and shining white.  
Every day I brush them  
To keep them nice and clean.  
Aren't they a set of pearls  
Fit for any queen?

—Ax-I-Dent-Ax.

Bridget had been discharged.

Extracting a \$5 bill from her payroll she threw it to Fido.

Then the shocked mistress heard her exclaim:

"Sur'n I niver fergit a friend, that's for helpin' me wash the dishes." —Ex.



Evelyn James, granddaughter of former Superintendent James L. Nichols, Chicago Terminals



## THE BALTIMORE AND OHIO RAILROAD COMPANY

### Relief Department—Advisory Committee

#### Conducting Transportation Department

L. W. GRAHAM . . . . .	Operator . . . . .	Kanawha Station, W. Va.
CHARLES H. CRAWFORD . . . . .	Yard Brakeman . . . . .	Glenwood, Pa.
GEORGE G. JAMES . . . . .	Conductor . . . . .	Baltimore, Md.
JOHN F. WUNNER . . . . .	Clerk . . . . .	New York, N. Y.

#### Motive Power Department

K. W. GEIDENBERGER . . . . .	Pipe Fitter . . . . .	Newark, Ohio.
WILLIAM A. HODEL . . . . .	Material Man . . . . .	Grafton, W. Va.
PATRICK J. HARRIGAN . . . . .	Mechanical Examiner . . . . .	Connellsville, Pa.
H. W. OLDENBURG . . . . .	Car Inspector . . . . .	Cincinnati, Ohio.

#### Maintenance of Way Department

WILLIAM A. EVANS . . . . .	Section Foreman . . . . .	Louis, Ill.
M. D. CAROTHERS . . . . .	Assistant Engineer Maintenance . . . . .	Chicago, Ill.
F. A. TAYLOR . . . . .	Master Carpenter . . . . .	Cumberland, Md.
HENRY F. EGGERT . . . . .	Track Foreman . . . . .	Pleasant Plain, Ohio.

#### Statement of Pension Feature

Employees who were honorably retired during September, 1922, and to whom pensions were granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Cleaver, John . . . . .	Bridge Watchman . . . . .	Maintenance of Way . . . . .	Wheeling . . . . .	48
Colegate, Edward D. . . . .	Painter Foreman . . . . .	Maintenance of Way . . . . .	Cumberland . . . . .	46
Craig, Cecil . . . . .	Foreman . . . . .	Maintenance of Way . . . . .	Philadelphia . . . . .	32
Fout, Henry . . . . .	Conductor . . . . .	Conducting Transportation . . . . .	Pittsburgh . . . . .	32
King, Anthony . . . . .	Foreman . . . . .	Maintenance of Way . . . . .	Pittsburgh . . . . .	51
Scarlett, Hesikeah . . . . .	Pumper . . . . .	Maintenance of Way . . . . .	Baltimore . . . . .	35
Stanhope, Frank G. . . . .	Conductor . . . . .	Conducting Transportation . . . . .	Akron . . . . .	33
Wilkerson, Walter B. . . . .	Steward . . . . .	Dining Car . . . . .	All . . . . .	22
Linthicum, Benjamin F. . . . .	Engineer . . . . .	Conducting Transportation . . . . .	Baltimore . . . . .	41

The payments to pensioned employees constitute a special roll contributed by the Company.

During the calendar year 1921, \$367,795.95 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to August 31, 1922 amount to \$4,893,847.15.

The following pensioned employees, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Bolander, William L. . . . .	Car Builder . . . . .	Motive Power . . . . .	Indiana . . . . .	Sept. 17, 1922 . . . . .	10
Davidson, Samuel . . . . .	Crossing Watchman . . . . .	Conducting Transportation . . . . .	Baltimore . . . . .	Sept. 10, 1922 . . . . .	32
Fenton, John T. . . . .	Mtrl. Distributor . . . . .	Stores . . . . .	Ohio . . . . .	Aug. 28, 1922 . . . . .	35
Hensell, Joseph H. . . . .	Carpenter . . . . .	Maintenance of Way . . . . .	Shenandoah . . . . .	Sept. 23, 1922 . . . . .	31
Kelly, John W. . . . .	Laborer . . . . .	Conducting Transportation . . . . .	Cumberland . . . . .	Sept. 7, 1922 . . . . .	49
Maloney, John . . . . .	Truckman . . . . .	Conducting Transportation . . . . .	Monongah . . . . .	Sept. 5, 1922 . . . . .	52
Roth, William H. . . . .	Drill Pressman . . . . .	Maintenance of Way . . . . .	Cumberland . . . . .	Aug. 29, 1922 . . . . .	51
Shipley, John W. . . . .	Carpenter . . . . .	Maintenance of Way . . . . .	Baltimore . . . . .	Sept. 15, 1922 . . . . .	29
Thomas, William H. . . . .	Mtrl. Distributor . . . . .	Stores . . . . .	Baltimore . . . . .	Sept. 6, 1922 . . . . .	48



# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine:  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted Village"

## Frank G. Stanhope

Frank G. Stanhope, pensioned freight conductor, was born on July 13, 1856. He entered the service of the Baltimore and Ohio as freight brakeman, New Castle Division—then the Pittsburgh and West-ern Railway—on February 1, 1889. In 1890 he was promoted to conductor.

Mr. Stanhope now lives at Painesville, Ohio. He has two sons, both of whom are conductors on our Akron Division.

## Cecil Craig

Cecil Craig, pensioned foreman, Aiken, Md., was born on October 16, 1856 on a farm adjoining the village of Jackson, Cecil County, Maryland. Here he spent his early life.

On June 1, 1881 he secured his first position with the old P. W. & B. Railroad as track laborer. On September 17, 1889 he entered the service of the Baltimore and Ohio, Philadelphia Division, in the same capacity.

In March, 1891 he was transferred to Wilmington. On June 30 of that year he was promoted to foreman of the extra gang.

On April 1, 1896 he was placed in charge of the section gang at Jackson, and in 1901 he was made foreman of the work train running between Baltimore, Md. and New-ark, Del. In this capacity he worked until failing health necessitated his retire-ment.

On being placed on the Pensioners' Roll of Honor, he extends his thanks to the officers of the Baltimore and Ohio and to those who made it possible for him to retire.

Mr. Craig and his wife are now living at their home at Jackson, Md.

## J. H. Lower

J. H. Lower, for 35 years agent at Hicks-ville, Ohio, was born near New Philadelphia, Ohio, on July 27, 1856. In November, 1874 he entered the service of the Balti-more and Ohio as telegraph operator. He first worked as extra operator, but later was given regular relief work, and in conse-quence thereof, he worked in nearly all the offices on the Division. In July, 1877, on the recommendation of Division Chief Operator J. D. Flynn, Mr. Lower was ap-pointed agent-operator at Delaware Bend, Ohio. During the next year, he was trans-ferred in the same position to Holgate, Ohio, and in May, 1880 to Republic. Seven years later he went to Hicksville as agent, retiring from telegraphic duties. When he retired from service in June of this year, he had a service record of 48 years, 35 of which had been spent at Hicks-ville.

In 1882 the entire system competed by divisions for a prize of \$25.00 and a com-mendatory letter from an executive official for the neatest station building and plat-form, the most prompt handling of cars and the accuracy of accounts for the year. Mr. Lower was the winner on his division and holds the letter signed by S. Spencer, second vice president. He is justly proud of this letter as he says he then was a very young agent.

A few years ago Mr. Lower took up the matter of organizing a Veteran's Associa-tion on the Chicago Division. This was accomplished and Mr. Lower was honored with the presidency for two years. He is greatly interested in this move, the mem-bers now being counted by the hundreds.

Mr. Lower is a pioneer of the division.

He recalls its wonderful developments, among which are the increase in business and enlargement of facilities for handling. His experience goes back to the time when ten tons was the maximum of a carload and the agent allowing loading above that was sure to be criticised for overloading cars. Fifteen loads or 22 empty cars was a train, and we may consider that our bridges were rather frail when we recall that in handling a double header or a dead engine in a train it was the rule to place not less than five cars between the engines to spread the weight on bridges. Very few trains made the terminals without reducing loads from original assignment. This was for failure of power, but now with our 75 ton cars and powerful engines a hundred cars are handled over the Division and the grades with apparent ease.

In retiring Mr. Lower says it is most gratifying to think that he has the good wishes of all employes on the Division with whom he has been so long associated.

## Edward D. Colegate

Edward D. Colegate, pensioned painter, Cumberland Division, was born on Decem-ber 10, 1852, in Baltimore, Md.

Although his real service with the Bal-timore and Ohio began in December, 1875, Mr. Colegate considers that he was an em-ploye years before that time, when in 1863, as a Boy Scout at Mt. Clare (the section then called Russia) he had a job. His route lay between his home and the office at Mt. Clare, where he watched the list to see when his father and his uncle would be called out for duty. Mr. Colegate says:

"The death of my father brought my Boy Scouting to an end, as this accident left me entirely dependent upon myself. I just had to do, and I did.

"At old Harpers Ferry in 1875, while visiting the man who built the Queen City Hotel, Thomas N. Heskett put me to work in the "Regular Army" and urged me to drill up. The year 1889 found me foreman painter, Baltimore Division Road Depart-ment, with Oliver Kemp as my boss.

"I shall not forget when he called me to his office for instructions. Said he, 'Ed, you are the only painter on the Eastern Lines; make good!' I don't know whether

(Continued on page 72)



ON THE ROLL OF HONOR  
Left to right: Frank G. Stanhope, Cecil Craig, J. H. Lower, E. D. Colegate, D. Lapham





# Safety Roll of Honor

## Staten Island Lines

Agent-Telephoner Joseph R. King, Mariner's Harbor. September 28. Noticed brake rigging down on C. M. & St. P. car 501366, as extra No. 1636, west was passing station. Notified yard office at next station. Train stopped and conditions remedied.

## Baltimore Division and Baltimore Terminal Division

Conductor W. E. Clarke. Watersville Junction. September 3. While inspecting train of engine 4278, discovered flange broken on wheel of rear truck, car B. C. & G. 1039. Impossible to set car off at this point. Car run at low speed to Gaither where repairs were made.

Brakeman F. M. Carlson. Curtis Bay. September 4. While handling a drag, Curtis Bay to Mt. Clare, observed broken rail, west leg of wye at West Baltimore, five rail lengths from bridge and under cars. Notified Dispatcher's Office and informed track foreman of condition.

Operator M. D. Kirby. Germantown Lower. September 27. Observed bottom of coal car down and dragging on rail. All concerned notified. Train put into Boyd's Siding and car attended to.

## Cumberland Division

Brakeman George E. Light. Green Spring, W. Va. September 15. Observed man sitting on track just ahead of moving car. Mr. Light, who was riding rear of car of coal on No. 1 track, turned the angle cock on car and stopped train just in time to save the man's life.

## Statement of Irregularities Noted and Corrected by Operators, Cumberland Division

Date	Name	Occupation	Location	Broken Truck	Brakes Sticking	Projection From Car	Brake Rig'n Down	Obstruction on Track	Hopper Bottom Down	Steam Hose Unconnected	Hot Car Boxes	Swinging Doors
6-6	W. R. Merideth	Operator	Hancock	I								
6-25	A. C. Hardy	Operator	Okonoko	I								
6-25	A. C. Hardy	Operator	Okonoko	I								
6-8	C. E. Grubb	Ticket Clerk	Martinsburg		I							
6-25	S. N. McCullough	Operator	Millers	I								
6-30	O. J. Rash	Operator	Hancock				I					
6-30	O. J. Rash	Operator	Hancock				I					
8-17	E. H. Gross	Operator	Okonoko					I				
7-23	S. N. McCullough	Operator	Millers		I							
9-28	G. F. Comp	Operator	Altamont	I								
6-8	J. L. Schroeder	Operator	Martinsburg					I				
7-8	J. L. Schroeder	Operator	Martinsburg						I			
7-11	J. L. Schroeder	Operator	Martinsburg							I		
7-15	J. L. Schroeder	Operator	Martinsburg					I				
8-8	J. L. Schroeder	Operator	Martinsburg					I				
8-30	J. L. Schroeder	Operator	Martinsburg								I	
8-31	J. L. Schroeder	Operator	Martinsburg									I
9-2	J. L. Schroeder	Operator	Martinsburg	I								

## Connellsville Division

Engineer E. C. Staub, Conductor J. M. Boxwell, Fireman R. J. Smith, Brakeman W. G. Gauntz, Brakeman C. A. Robertson, Flagman S. Long. Sand Patch Tunnel. July 18. Two cars were buckled in train of Engine 4111, west; both main tracks blocked. These men helped to clear west-bound track before arrival of relief outfit. Special commendation for each.

Operator G. T. Fisher. Connellsville, October 10. While going home from work noticed a bad condition of a joint just west of Leith Telegraph Office. Two bolts were found to be broken out of east end of joint, allowing rail to run four inches apart. Notified Section Foreman O. M. Boyer, who had repairs made.

## Pittsburgh Division

Calvin Knight, citizen, and Clerk F. W. Richardson. Knox, Pa. October 3. Mr. Knight discovered fire, Bridge 520. Called Mr. Richardson. Both went to burning bridge. With aid of buckets kept fire confined to east spans of bridge until help arrived. Structure saved.

Agent W. S. Nickolas. Millvale, Pa. July 24. Observed something dragging on car of Pennsylvania Railroad train extra No. 7681. Notified Pennsylvania Railroad signalman. Train stopped at BN Tower. Defect corrected.

Operator A. R. Clothier. Eidenau, Pa. October 18. Observed defect in car of train of Engine 4845. Had train stopped and notified crew, who discovered 8 or 10 inches of flange broken from wheel.

Leverman J. Tobias. Demmler. October 15. Noticed door of refrigerator car in train of extra west No. 5070 swinging open

on hill side of track. Notified operator at Bessemer, who stopped train and notified crew.

## Wheeling Division

Third Trick Operator L. C. Weaver. Belpre, Ohio. June 5. Observed brake rigging down on tank of engine 1790, stock train. Notified crew. Train stopped. Defective condition removed.

Third Trick Operator J. R. Lee. Foster Tower. July 1. Observed brake rigging dragging, eighth car from engine 2668. Notified all concerned. Brake rigging removed. Train proceeded.

Operator L. V. Taylor. OB Office, Parkersburg, W. Va. July 14. Stopped train No. 30 and had brake rigging removed on Baltimore and Ohio 15017.

## Newark Division

Night Ticket Clerk O. R. White. Zanesville, Ohio. October 1. Discovered brake beam down on L. & N. car 19239, as train was pulling out of Zanesville Station. Notified crew. Accident averted.

Agent-Operator J. F. Baesel. Waterford, Ohio. October 3. Discovered piece of crossing plank hanging from brake rigging on front truck baggage car No. 58. Train crew notified. Plank removed. Dispatcher notified. Train protected.

Clerk A. W. Dowie. Newark, Ohio, Shops. October 11. Discovered broken rail in one of tracks inside shop yards. Reported condition to division engineer. Rail replaced.

## St. Louis Division

Foreman Bert Runyan. Lovette, Indiana. September 9. Noticed oil box on car of extra west No. 2901, while passing the section gang. Operator notified. Car set out at Commiskey.

## Basic Railroad Books

(Continued from page 25)

Regulation of Railways, S. O. Dunn.  
What Is Fair? W. G. Raymond.  
Efficient Railway Operation, H. S. Haines.  
American Railway Transportation,  
Emory R. Johnson.

MR. PARMALÉE chose:

### General.

Elements of Railway Economics,  
Wm. M. Acworth.  
Principles of Railroad Transportation,  
Emory R. Johnson and  
Thurman W. Van Metre.  
The American Railroad Problem; a  
Study in War and Reconstruction,  
Isaiah Leo Sharfman.

### Administration.

Railway Finance,  
Frederick A. Cleveland  
and Fred W. Powell.  
Railroad Administration, Ray Morris.  
Railroads; Finance and Organization,  
William Z. Ripley.

### Traffic.

Railroad Traffic and Rates,  
Emory R. Johnson and G. G. Huebner.  
Railroad Freight Rates In Relation  
To The Industry and Commerce  
of the United States,  
Logan G. McPherson.

### Relation to the State.

Railroads and Government; Their  
Relations in the United States,  
1910-1921,  
Frank H. Dixon.

(Continued on page 72)





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Buildings Law Department

Correspondent, GEORGE W. HAULENBEEK

Recently I had occasion to visit the Traffic Department of the Bethlehem Steel Company at Bethlehem, Pennsylvania. Mr. J. M. Gross is the general traffic manager. On the wall of one of his offices I found the following, which I copied for the columns of our MAGAZINE:

"The man who is worthy of being a leader of men will never complain of the stupidity of his helpers, of the ingratitude of mankind, or of the inappreciation of the public.

These things are all a part of the great game of life, and to meet them and not go down before them in discouragement and defeat, is the final proof of power."

And then another office I always like to visit is that of Vice President C. W. Galloway. It is an office minus office hours; at least that is the impression I get, for whenever I have occasion to see Mr. Galloway, everybody is at his post. T. M. Jones, chief clerk, is there when the building opens, apparently, and is always at his desk. The clerks are a busy set. They never look up. The word "sinecure" has a place in the dictionary, but it has no standing in Mr. Galloway's office.

Rowland Gosnell came into our service in June, 1903 and the members of the department have become very fond of him. Along in the summer he took his family to Ocean City, Maryland, spending his vacation with them. Returning to his home in Baltimore, typhoid fever developed, and he has had a pretty severe time. We have all missed him, but this is the finest office in the service, or very near it, for everybody steps in to help and to keep things moving, and all this without a murmur from any one. Mr. Gosnell celebrated his natal day on October first, and the birthday observance of Duncan K. Brent and myself occurred on the ninth.

#### Urging Optimism

"'Tis easy to look o'er your neighbor's fence  
And say, 'Things should be so'.  
'Tis easy to look at his garden patch  
And see the crooked row.  
'Tis easy to criticize and say,  
''Tis thus that things should be,'  
But when it comes to things at home,  
Then's when it's hard to see."

#### President Willard

I had occasion to visit President Willard in his office recently. I was impressed with his business-like attitude during the interview. I enjoyed it. The various offices in the building had closed for the day. There was a mountain-like amount of work before Mr. Willard for his attention, and as soon as my visit terminated he was soon immersed in it. He is a hard worker.

Departing from the President's private office, I noticed as I glanced into the main room that the entire clerical force was busily engaged and no indications of leaving for the day were apparent.

#### Engineering Department

Correspondent, OSWALD K. EDEN

Because of the lack of interesting news, your correspondent was obliged to miss the October issue of the MAGAZINE. Remember that worth while news, together with photographs, especially of your young hopefuls, is always welcomed.

Although no longer a member of our force, it is a pleasure to announce the marriage of H. G. Hall to Miss Ethel Elizabeth Mercer, daughter of Mr. and Mrs. Joshua Mercer. The wedding took place on Wednesday, October 11, at the First Baptist Church. Congratulations! Mr. Hall will be remembered as chief draftsman to M. A. Long, former assistant to chief engineer and architect, but now president of the M. A. Long Construction Company.

Boost Baltimore! And while you are boosting Baltimore, boost the Best and Only Railroad that has trains going east and west out of the Nation's capital.

"Count" Spike thought he would like to break into society toter day, so he came to work all dressed up in a "yaller" shirt. To cap the climax, he sported a green tie, and he a dutchman.

There was a heated argument between him and one "Mike" Riley, but 'nough said.

Miss George seems to be happy these days—we wonder why.

Once again the bowling league has commenced activities, and from appearances this year should be a banner season. An innovation has been introduced, that being that instead of two divisions in the league, all the teams will be together under one heading, so that each team will have twice as many teams to play as heretofore. So far our team is leading the league. Go to it, fellows!

It is my pleasure to announce that one of my schoolmates and co-workers, A. W. Schell, assistant secretary to Chief Engineer H. A. Lane, was married on Thursday, October 19, to Miss Jane Parsons. The department showed its friendship by giving the couple a set of Stieff, rose pattern, table silver. Congratulations and good luck, "Gus!"

We are pleased to record the advent into this world on September 25 of "Tad" Pohl, eldest and only son of Walter Pohl, the genial "Keeper of the Royal Records" in the office of Office Engineer J. H. Milburn. The proud pater was recently heard singing "Of all my wife's relations, I love myself the best."

Conrad G. Schanze spent several days of his vacation in the wilds of West Virginia.

While viewing the beautiful silverware which the department presented to Mr. and Mrs. "Gus" Schell, a certain young lady was heard to remark, "I have some silverware like that at home. All I need now is the man."

At the Food Show recently held at Richmond Market Armory it was advertised that a prize would be presented the "prettiest" boy. We're not mentioning any names, but we wonder if a certain young man tried his luck.

In a tennis tournament promoted by the American Legion, one of our tennis enthusiasts, G. H. Dayette, won a prize, a beautiful little silver cup. Even though he was defeated in his first attempt in the main event, he went up against as stiff an opposition in the consolations and won out, for which he was rewarded. You are to be congratulated, G. H.

R. S. Hunter, chief bridge inspector, is more than a "captain" now. He is the proud father of a baby boy, born on Saturday, September 30. He'll do something else beside walking girders, spans, etc., now.

Maxmilian M. McCracken toured the golden West during his vacation. Suffice it to say he returned home safely. Some luck, I'll say.

It is with much sorrow that we chronicle the death of Master Robert Milton Kemp, only son of Mr. and Mrs. J. M. Kemp, aged fourteen months. Our deepest sympathies are with you, "Joe," in this, your latest bereavement.

#### Office of District Engineer, Baltimore, Md.

Correspondent, J. FORD COLLISON

On September 23 Mr. and Mrs. Herman C. Harrison were presented with a bouncing baby girl, weighing eight pounds, who was given the name of "Jane Milburn."

What we can't quite figure out is what makes Oliver L. McCabe, field engineer, Mt. Royal Station, a Jew. However, we note that on September 23, the Jewish New Year's day, "Mac" received the greetings generally extended at this time. We are inclined to think that "McCabe" isn't Oliver Leander's correct name, but that it's "Macavitch" or something of the sort. How 'bout it, "Mac?"

Our Philadelphia office announced the arrival of Colonel Robert Nelson Frye, Cost Engineer's Office, on August 30, and the departure of his royal "nibs" on September 23. Judging from his smiles and laughter he surely enjoyed his visit to our office, but what seems to have made an impression there was the conversation that transpired between him and our Arthur Alexander Boettger. As you possibly know, the Colonel was analyzing the accounts of



the South Philadelphia Track Elevation. If one had only taken notes of their conversations! Well, for comedy they would have backed the famous Charles Chaplin off the map. But what made the greatest impression upon us were the two familiar phrases: that of Frye, "Now come here, Arthur, let me show you." and that of Arthur's, "Hy see" (I see).

Since our last write-up in the MAGAZINE, our "Handsome Harry" Rankin has located himself some amusement in the shape of the opposite sex. Now he is all smiles every day, although we understand that he, too, has fallen for religion along with Jones, Little and Wich, and is now rehearsing the little saying, "The Lord loveth a cheerful giver," although I can't say he is very cheerful about it.

### Office of General Freight Claim Agent

Correspondent, GEORGE DOBBIN

Happy Thanksgiving, folks! There are a million and one different ways in which to express various pretty wishes but I wish for each and every one of you just what you would wish for yourselves.

With the time at hand when the Christmas Clubs will soon be sending out the checks that mark the habit of thrift among us, there are bound to be a few boys and girls here and there who are merely wishing that they had started a saving fund. The opportunity was presented and removed by Father Time—and that is the way with everything in life—the door opens and those who have made themselves ready, enter upon better times, larger careers and higher responsibilities with a like increase in wage and the resultant comforts.

You and I cannot stand still; if we do, Time causes a deterioration of our faculties and ability. The world is full of "wishers" and they, too, have opportunities, but the lack of preparation robs them of the necessary self-confidence and courage to grasp them. Doomed because they are unwilling to pay the price of success, many of them go through the motions of living and grumble—just grumble and hope.

As the Christmas festivities are synonymous with the birth of the Hope of the World, so should they be full of meaning to all who are willing to be honestly introspective. It isn't the fault of anybody in particular that someone else fails to succeed. Given ordinary intelligence and following the example of successful folk, anyone can reach his goal if he be willing to pay the price. If you should have to hire yourself tomorrow, what would you pay yourself? What are you doing to be worth more? What about old age?

Mr. Olson is now looking forward to another such a good time as was had on the night when the 313th Infantry held its Reunion. The Governor of Maryland, bunches of notable people, friends and fellow employees, also various other things (er—ahem), were there to make a sociable evening.

"Daddy" Loane is again looking forward to the usual flock of gifts from his relatives and friends, trusting that there will not be over six pair of bed-room slippers in the "remembrances."

"Pop" Taylor and "Pop" Zenter are among the Vets who will doubtless smoke a contented pipe and do a bit of retrospect. Yep, time sure docs fly and the things it brings and the changes it makes—are they not for the best, after all?

With Brothers West, Parrish and Askew to uphold the reputation of the office for hard work and intelligent effort, there is no need for worry—Parrish studying hard in the maze of engineering mathematics, West observing conditions and awaiting developments, Askew ditto.

The girls of the office should invite the boys to a general social gathering just to see if they are as slow and dull as they have been said to be. Many a Dr. Jekyll and Mr. Hyde in our midst! They may not be much in a crowd, but when you get 'em alone—oh, boy!

There are enough sources to produce excellent Christmas Spirits (with or without the labels) and Santa Claus surely will not fail to remember the truly deserving. How about it, Fellers? Here's how!

#### Farewell!

It has been a great privilege to act in the capacity of correspondent even though there were times when the toes of some overly sensitive folks were stepped on. I sincerely hope you all enjoyed reading my notes half as well as I've enjoyed writing them.

My most sincere thanks to Mr. Glessner, Mr. Schepler, Mr. Heartt and other gentlemen who made my two year period of service with the Baltimore and Ohio pleasant and instructive.

Just "farewell" to all my friends, for I expect to drop in once a year at least. A word of thanks to the Editor for refraining from the use of the editorial "blue pencil—" and the best of everything to you all, because, quite a while before this is printed I will have gone to a position in the South where the weather suits my clothes.

NOTE: To know George Dobbin was a real privilege, as many of his office intimates realize even better than I do. It was a great pleasure to work with him because he took so much interest in his work, thus practicing the spirit of the little preachments he usually contributed with his personal notes. And that his practice has not been in vain is shown by his step upward in the business world, where his initiative and personality will count more for him, and where all his friends will wish him the unbounded success he deserves.—*The Editor.*



Virginia Kennerly, Mail and Express Traffic  
Department

### Mail and Express Traffic Department

Correspondent, T. E. REESE

A. H. Barton claims there is more than one way to practice economy, *i. e.*, get married while on your vacation. Upon the arrival of the honeymooners at Lothair, Ky., they were greeted by five distinct pistol shots and were naturally pleased with the recognition, but lo! Imagine their disappointment when informed later that the firing represented the shooting of "only five miners." Congratulations, Mr. & Mrs. Barton; may you ever be happy!

On his vacation "Buddy" Dill built his dog, Rover, a pretty dog-hut, the roof being constructed of "tongue-in-groove" material; then covered with one of the mail wagon curtains. I mean with the same kind of canvas. Some dog!

Mabel Cross says there are two ways of testing your voice, one for vocal, and the other calling for help. In crying out the latter when the canoe turned turtle in midstream, while on "my vacation," she was successful, and is here to tell the story. Besides, she doesn't fancy flowers when she can't see them.

Virginia Kennerly went home to Salisbury to spend her vacation in the country. Do you see her picture? It was taken while she was "down home." Please note the dimple.

Our little Hilda went to Braddock Heights on her vacation for a rest. She danced every night with the exception of two (and they were Sundays) and came back to work full of "arnbish" for sleep.

### Printing Department

Correspondents

H. R. FOGLE and HARRY TOFT

A bowling team has been formed to represent this department, and this team has been admitted to the Tuesday Evening section of the Frederick Road Park League. On October 3 we defeated the "Unknowns" in three games, and on October 10 we dropped three to the Dickey Mills, giving us a percentage of 500. Wood, Smith, Buckl, Toft and Lowe are the members of the team, with Handley, Pursley, Fogle and Sherman as alternates. We would appreciate some rooting on the part of some of the other boys. Games are rolled every Tuesday evening at Frederick Road Park.

Recent additions to our force of compositors include Edward E. Broussard and William F. Grund.

Compositor Purcell has laid aside his stick and gauge to take up a new field of work. The boys all wish him success.

Boys, keep away from the Criminal Courts for the next few weeks! Our genial and ever smiling Bowers is doing jury duty with a vengeance.

Mrs. Mary McNeir, our fair keyboard operator, spent several days enjoying the breezes at Atlantic City. Foreman Frey took a much needed vacation, too, and we missed his shining face and melodious voice. We had a stormy week of it, because of a tariff rush, out of which we were ably guided by our old friend, "Charlie" Lehman. When it was all over, our foreman came back, and we were glad to see him.

Keep Cars Moving



**Relief Department**

Correspondent, H. IRVING MARTIN

T. Parkin Scott, chief clerk of the Savings Feature, is back from Atlantic City, bright and smiling. He and Mrs. T. P. spent a week recuperating and looking 'em over. From the sections of film which reached us by the postal card route we suspect that T. Parkin sat in on the board of censors of the Mack Sennett Corporation. The "plural" pain "has went," and he is now toned up and tuned up for another tackle with the hedge shears he uses to keep his home on "Scott Heights" looking like a thing of beauty and a joy forever.

The Relief Department has organized a bowling team and has entered the Baltimore and Ohio League. The team consists of Wm. M. Kennedy, T. Parkin Scott, J. L. Brooks, F. Owens, H. C. Shakespeare, H. G. Shakespeare, G. M. Mittendorf, Frank Gossman, E. Plowman and Mascot H. B. Tall. C. L. Smith is to captain the team, assisted by H. C. Shakespeare. The games are to be played every Thursday at 8.30 p. m. at the Regent New alleys, Eutaw Street, near Mulberry. As the weight of the team suggests wonderful material for a tug-of-war tournament, we hope that they will be equally capable in bowling. If so, our hopes will surely be realized.

Captain John Leo Brooks of the baseball team has taken a well-earned rest at the Hotel Pennsylvania. With a new crew he steered his craft into port a few times, and just missed it on some others. John deserves much credit for his handling of the team. Look out for him next season!

Ernest Bucheimer, the departmental notary, made "A study in Scarlet" and incidentally learned something about quarantine regulations. It wasn't painting the town over that knocked him cold, but an old-fashioned attack of scarlet fever. He is O. K. now and everybody is happy.

Miss Anita Berrett has returned after her initiation into the "Appendicitis Club." Seems to have swopped an appendix for a large bright smile, 99-44/100 % proof. When the "Who's Who" of sartorial art is written, Miss B. will sure be in the first division of those fashionably but neatly dressed.

Mrs. Olivia Betton aspires to become the champion preserver of the department. What she puts up others put down-to make life more healthy and enjoyable. At her home they "eat what they can and can what they can't."

What's all this we are told about Guy Riggs as an impersonator? When he hits the hay the opossum looks to his laurels.

J. Morris Desverreaux was surprised to learn on visiting Washington for the first time that Mt. Vernon was the home of the late lamented George and not a drink. Father of his Country? That's all!

Who's this in our midst waving an operator's license, after just promising not to giggle in a traffic jam and thus spill the beans and bones of the flivver? Why, it is that secretarial lady from the Charles Street end! She just couldn't stand seeing them go by and not own one.

She can answer questions from the traffic cop just like she did the one asked by the gentleman from Snow Hill. Going to make the life of the last-named brighter for him always? We'll see. If 'tis so, here's our congratulations to him.

Crawford and Repp flivvered to Taneytown to attend the State Fair. It is rumored

that most of their time was spent in the chicken section. Going to adopt some poultry?

Solomon in all his glory? No, a new pattern of shirt introduced to us by the Beau Brummel of the department (one of the "your move next" kind). Albert, please tell us where you get them.

"Willie" Dixon gets a New Year's card. What's the idea, "Bill?" Going to take a night course in Hebrew?

Speaking of night courses. We hear that our former pal, "Willie" Schuppner, has enrolled in the University of Maryland School of Commerce. Good boy! Many of the Relief Department stars have put an additional luminosity by the aid of the wisdom derived from nights of toil over books, after hard days of labor at the desk; f'rinstance, our well-rounded "Brer" Ball, assistant to the superintendent, who not only knows the workings of the Relief Department, but a half hundred subjects besides.

We have "Reggie" Forgan, John Dorr and Frank Brady, still digging away. There are plenty of others whose reasoning powers would be helped. It's up to you, boys, to get started.

You'll never regret it if you do!  
Who's complaining about the postal service from Highlandtown? Tell us your troubles, "Mac." Perhaps we can help you locate "the letter that never came."

Then there is that good scout and efficient worker, Roy Knauff, who is back at his desk after being laid out by the heels for several weeks. More power and good health to you, Roy.

Miss Marie E. U. Siegrist has been appointed stenographer to our worthy Mr. Griest, in charge of fire insurance records. If a pleasant smile is an asset, the little lady,

formerly with Bailey Brothers, Inc., is indeed wealthy.

Miss Agnes E. Jeffries succeeds William Gable as secretary to the chief registrar. She just puts in the paper and out come, letters, letters, letters, letters, and good ones.

J. H. Johnson, who succeeds Miss Jeffries as stenographer to the correspondence clerk, is another recent addition to our force. Well qualified, he comes to us from the banking house of Robert Garrett and Sons.

In all of this talk about primaries and senatorial candidates, why is it we haven't heard any mention of "Sam" Householder—our veteran Baltimore County politician? "Sam" tells some mighty interesting campaign stories.

Little Vernon Miles—  
His face was wreathed in smiles,  
And oft we asked ourselves the reasons why;  
E'en though he fell in love  
With a little turtle dove,  
'Twas no cause for him at eve to pass us by.

But Vernie kept so quiet—  
'Twas strange, we'll not deny it—  
Until one day he gently dropped the hint.  
Oh, how that news did travel!  
And the secret did unravel—  
He wouldn't trade his dove now for a mint.

You've guessed it—he was married—  
Since May this news he's carried,  
And now our curiosity's suspended.  
We wish the pair success—  
A life of happiness,  
And may the broomstick ne'er come in e'er  
it is ended. —Savings Feature Poet.

Your correspondent gratefully acknowledges the help received from Joseph W. Swikert and William J. Cruickshank in the compilation of these items.

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#### STARS OF THE TARIFF BUREAU

Left: Mr. and Mrs. Ross B. Hagar. Right: M. I. Zimmerman and W. N. Orem, better known as "Jim" and "Oats," who never lose their appetite

#### Tariff Bureau

##### Correspondents

F. W. RUPPERT and CASPER A. WAGNER

Chief of Tariff Bureau W. H. Fogle spent the week of October 9 in Chicago at a meeting of Staff Officers.

Chief Clerk W. B. Hanson enjoyed the weeks of October 2 and 9 as his vacation.

L. L. Bausel has been placed in charge of second floor Tariff Bureau. Here's luck to you, "Bozy!"

Frank J. Casey was in New York during the week of October 9 checking the East-bound Passes and Billings Instructions.

E. A. Lenz, of our office, and Mr. Harry Handley, Western Maryland Tariff Bureau, are checking rates on Lumber and Forest Products from Connellsville and Johnstown, Pa., Cumberland, Md., etc., to Central Freight Association Territory.

It's a bad case, boys. Start saving your pennies, for Clara and Lem get more serious every day. Ask Oats and Zim. They both know.

In our art gallery we present Mr. and Mrs. Ross B. Hager, the newlyweds, spending a day's outing. Mr. Hager is secretary to Chief of Tariff Bureau W. H. Fogle. Mrs. Hager, before her marriage, was Miss Esther Mitchell. A strange coincidence is that she was also secretary to the chief of Tariff Bureau, Western Maryland Railway.

#### Valuation Department

Correspondent, J. A. RENEHAN

Walter H. Edwards, pilot engineer and office heavyweight, having had his rent increased for overloading the floor of his apartment recently, purchased a book entitled "How To Become Thin." Instead of the usual line of "hot air," we have "Believe me, it's fine! I've lost 13 pounds in the last two weeks." Like the Herpicide ads, it is going, going, but what will he be like when it is gone? Will he have more room for his "air bag" or will the skin shrink? Beaumont, Coles, et al, take heed. This book also teaches how to become

stout (gets you coming and going). A word to the wise, "Doggie," is sufficient.

We understand that the monkeys lost earlier this year by one of the "lights" of this department were replaced on a recent trip west.

It is understood that one of our office friends will soon take "The Gump" place and give the "Oh Min" call, but declines to become a candidate for Congress as he prefers to be just an engineer.

Our friend Kriechbaum may be a good bowler, but you should see how prettily he drops contributions when seated at the round table!

"Skip" Greiner belies his name nowadays—he is keeping his ears cocked so as to miss nothing. No doubt those ears cause him sleepless nights.

All those desiring "Christmas Cheer" for the holidays, please place your orders with Miss Fossett. Deliveries will be made in November. Miss Fossett expected to visit Bermuda the latter part of October.

Mr. Dick, having attended the wedding reception of J. F. Rau on Monday, September 18, increased his weight some three pounds. We wonder if because of his appetite or his thirst. We understand there was no water to be had. And now he is under the instruction of Professor Edwards, trying to get thin.

Just a little friendly advice to the love-lorn: Be sure you know the girl before striking her over the head:

All together!

You've seen red sweaters  
And things like that,  
But you ought to see "Rennie"  
In his slick brown hat!

Judging from the appearance of his face when he returned from his vacation, we would say that some kind of prohibition agent gave our Brewer a couple of good punches—the kind you get with a fist.

Again, we have Victor Krueger returning from the West Virginia hills with a bad scar over his left eye. If he went to see his girl she surely treated him rough. We'll have a heart, however, and say it was caused by his friend, Moonshine. One thing is certain—he was not Victor in the encounter.

Scene Along Right of Way of the Baltimore and Ohio,  
Afternoon, October 1

Road party stops to get a drink of water. Chainman sees a walnut tree laden with



#### ALONG THE SCENIC BALTIMORE AND OHIO

On the left is a study in shadows, a little spot on the Patapsco River near Relay, Md. On the right is Engine 5063, rounding a curve at Cumberland. These pictures were caught by the camera of M. I. Zimmerman, Tariff Bureau. Such pictures taken along our line of road always find welcome in these columns



## Keep Cars Moving

fruit. He turns to the farmer, standing near by, and says; "What kind of apples are they?"

"Slocomb," our "Matadore," visited New York on business about the middle of September. After work, Mr. Wilbur patiently lead him around, then, tired and weary, suggested that they go to the Hippodrome. The answer came "No indeed, they might put me to work." He wanted to go to bed at 7.00 p. m. He did go at 9.00 p. m. How some people waste golden opportunities!

### Office of Assistant Comptroller Deverell

Correspondents, JOHN A. RUPP AND CASPER A. WAGNER

George R. Hutchinson, chief clerk to Assistant Comptroller Deverell, appears in the accompanying photograph. The snapshot was made recently while George was on an ocean trip from Philadelphia to Boston. We gather from the pose that George must have just signed the contract for the purchase of the steamer on which the picture was taken.

### Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

Why go to Mexico to see the Bull fights? A personally conducted tour by "Al" Moore will furnish all the thrills of that ancient Mexican sport at a small cost. All you got to do is walk over a couple of mountains in West Virginia, and try to recapture one of those brutes after it has broken out of its crate. Ask "Al," he's got a good line.

Some people say it's bad luck to fall off a ladder on Friday. Miss Ebaugh says it's bad luck to fall off a ladder any day.

Talk about hard luck! Imagine a guy saving a couple of days of his vacation to attend the little world's series, and then being picked for jury duty. Yea, bo, it's a tough old world.

The 1922-1923 season of the office bowling league opened September 15. Four teams are in the field this year and seem evenly matched. From early indications a better grade of bowling will be in evidence and some nifty scores recorded.

Lutz was high man for the opening night with 303 for three games while Ed Link got 118 in one game.

The night of September 22 saw "Silent" Poole come within two pins of equaling the league record for a single game when he toppled 140 sticks in the third game of the evening. Royal Blues created a new league record with a count of 504 for one game.

Three new league records were established the night of September 29. Pritchard rolled 144 for one and 346 for three games. Royal Blues set a new mark for three games by rolling 1440.

By taking three games from the Pullmen, Royal Blues went into first place on the night of October 6.

Standing of teams to date follows:

	WON	LOST	PER CENT.
Royal Blues.....	8	4	667
Pullmen.....	7	5	583
Bumpers.....	5	7	417
Head Lights.....	4	8	333

## Auditor Freight Claims

Correspondent, NELLIE F. COLLISON

Mr. "Billy" Kavanaugh, a well known stage director of amateur plays, is rehearsing our office talent for the elaborate Musical Revue to be presented by our Welfare Association, November 24, 1922.

There will be many surprises for all of us relative to the number of talented artists right in our midst. Sitting beside us daily are men and women with Caruso and Tetrizzini like voices; those who interpret Mendelssohn, Beethoven, Wagner and their peers in a Rachmaninoff style; others in a class with Elman, Theda Bara, Marlowe and Sothern and all of our favorites. Our jazzy Jazz Orchestra is inimitable. "Bob" Lula and his musicians will guide our waltzing steps.

The Committee in charge of affairs and all the talent look forward with keen pleasure to the evenings specified for rehearsals. They are having a wonderful time, and a difference in the upward carriage of the head is a noticeable characteristic of some of our most famous. Watch individuals travelling up and down the aisle and you'll be able to pick a few of our choicest plums. As usual, romance is stalking about, and we have no doubt but that our second attempt at a Get-Together will produce, not only shining stars, but eventually scintillating diamonds.

While none of us means to be lacking in appreciation, yet we rarely have the opportunity to take time to appreciate the wonderful conditions under which we live. The trouble in the Far East calls forth an appreciation of the blessings which we are enjoying. There is no flag that floats on high affording such protection to its people as "Old Glory tried and true." Our hearts go out in sympathy for the innocent sufferers of the Turkish massacre, and we are sure that, as far as possible, each one of us desires to do his utmost to help alleviate a condition that should not exist, and the spirit that promotes this Welfare Association among us makes us keener to notice the necessity of such a spirit among the people of the nations of the earth.

A BIG word of praise for the members of our Baseball League, and right here we wish to add that we cannot too lustily lift our voices in cheering strains in appreciation of the success of Manager Doxen and Captain Vinci. During the entire season they showed a dauntless spirit equal to that of "Fighting Bob" Evans in their efforts to inspire good faith in their men. It was well worth the fight, and the end of the season found them, in spite of many obstacles that had to be overcome, tied for the place of honor with the Auditor of Disbursements team. An extra game determined the superiority of our team. After a hard fought struggle we emerged victors, the resulting score being 6 to 4 in favor of the Auditor Freight Claims Department's Team. We have a certain kind of sympathy for the Auditor of Disbursements' people, but we bubble over with pride whenever we look at the beautiful silver loving cup donated our team by Wilson & Co., of Chicago.

Cupid, for the second time within a short period, dropped his arrow upon our chief clerk's desk, and on October 14 Miss May Knight was joined in wedlock to Howard Huxter. Our good wishes go with you, May, all the way along life's journey.

There is a legend implying that good things usually happen in threes, and it is rumored throughout our division that Cupid's third dart will heal the heart of the



George R. Hutchinson, chief clerk in Office of Assistant Comptroller Deverell

male occupant of this desk. From this and other information we have concerning some of our fair lads and lassies, it behooves each of us to see that we keep a supply of quarters on hand.

On Tuesday evening, October 10, Miss Knight entertained our girls at her home. Many bright ideas were brought away after an inspection of her "hope chest," such an article in this department never having proved hopeless. Pardon! Allow us the privilege of our woman's right to change our minds: we should have said, with one exception, and one "Bee" can explain away our error.

Leave it up to the Baltimore and Ohio girls to establish worthwhile fads. Our Lillian came along with a handsome finger ring, a gift from Paul, which recently was followed by an exquisite diamond worn on her left hand. Paul has aspirations on headliners, and after reading an account of his courtship in a recent issue of our MAGAZINE, had our attention called to the fact that he would have something better for us later. It's a big secret, but we believe he placed the diamond on Lillian's finger to help the MAGAZINE.

But more about the fad. One——is particularly happy in the possession of a beautiful amethyst ring, and close observation indicates that the Kimberly Mines will have to give up another diamond. Ain't love grand?

We know, ——, your reason for refusing us so flatly when we approached you relative to the purchase of some Red Cross stamps. You were making opportunities to play well an old game when you should meet The new girl. You are excused, but don't renig again: the lassie is so happy——curls her eyelashes on an electric iron and is continually living over again that wonderful ride from Washington to Baltimore.

"Dapper Dan" and "Teddy" were guests at a house party given by Miss Dorothy O'Connell at the O'Connell summer home on the Severn on September 23. Crabbing, swimming and dancing were some of the pleasures indulged in. "Danny" caught an eel and "Teddy" and Dorothy performed the culinary rights. There never was such an eel!



Mr. Barker is going to Philadelphia with his sweetie after all the warning that has been given him. Let us hope, to prevent any embarrassment and delay, he'll carry both family histories along with him.

Adieu, Marie. We understand "Pinkey" is out of the game since one "Bill" T. has added to his possessions twenty-one jolly years. That must have been a wonderful birthday party—an all day celebration.

Since Marie has shown a preference elsewhere, one C. H. prattles all day about his "Lizzie."

Haven't you all noticed how dexterous "Joe's" movements are these days? The secret is this: he is expecting to make up with "Blondine" at Tuttle's some Saturday evening.

One R. L. D. was almost married last week. He asked a "Bag of bones and a hank of hair" if she was willing. If she had been, it would all be over now.

There is quite a heated controversy between J. F. M. and C. H. As always the subject pertains to the Eternal Feminine (which is proof that Knighthood is still in Flower); and if the individuals concerned could know how valiantly their gallants fought the "Word Battle" for them, they would feel like Elaine of old.

Our Francis has again journeyed from the straight and narrow way. It was a fishing trip this time. With his line and tackle he was believed to be a winner, but his catch was another toad.

L. P. has a grass skirt to be worn in an exhibition Hula Hula dance. She has promised to give a demonstration at one of our Wednesday or Friday rehearsals, and request has been made to bulletin the event.

Our Mr. G. W. R. disappointed us on Columbus Day. We had expected him to illuminate the office with his red necktie.

W. C. H. did not seem to appreciate the pennant received in the mail some few days ago. But we believe that all glory and honor belong to the "Early bird who catches the worm," and vote the pennant as significant of his success.

Our weather prophet, Mr. Gainor, has a latest avocation. He is now deep in explanation of the fine details of our fire alarm system.

W. J. C. is indulging in the manufacture of puns during his spare moments. When approached for some MAGAZINE news, he came back with amazing rapidity with, "What was it Maggie seen?"

Speak a little louder, please, we're very hard of hearing. But persuasive tones mean nothing to our R. P. G., and we don't venture far because we noticed on an occasion a House Peters' trick he showed his fangs.

After promotion to the Milling in Transit department, D. O'C. has disposed of her slippers, finding the exercise of her gray matter more important just now than the use of her valet pumps.

Several hard-working individuals of this department have been worn nearly to a frazzle, being annoyed by musical (?) strains coming from one S. M. The occasion of so much humming must be an effort to impress the Entertainment Committee and thereby gain their indulgence to the extent of a solo selection for the evening of

November 24. We know such an untiring Committee as the one in question will not fail to locate the genuinely talented in each instance without any special efforts on the part of aspiring stars.

Little Jean, niece of "Aunty Bee," is an infant prodigy. During the short career of her less than four years, she has been to school but one week, and is now able to count up to ten in French. Aunty Bee is so impressed with the unusual intelligence of this little niece, that she has persuaded herself that the mastery of ten French words is equal to a recitation of the Koran.

On October 5, the second game of the Junior League, St. Paul vs. Orioles, was played, resulting in a defeat for the Orioles. Take heed to our philosophy, E. V. S.; a real sport is usually a good loser.

Much credit is due Miss Mildred Dopman as the force behind the young ladies of our department in inciting their interest in connection with our Evening of Festivities, November 24.

Our "Jimmy" Cole is suffering an indisposition—was ordered to bed quite suddenly by his physician. A little rest is advantageous to most of us occasionally, and we trust that our comrade will have no serious trouble to combat, but that he will gain much by a few days of real rest.

Two new names have been added to our Cradle Roll: Florence Agnes, infant daughter of Mr. and Mrs. Richard Y. Rebbert. Mr. Rebbert is of this department, and Mrs. Rebbert was formerly Miss Anna Kaltenback of this department. The other is Rita Aileen, infant daughter of George R. and Mildred Apple. Mr. Apple is of this department.

Being the good citizens that we are and wishing to exercise our privileges for the betterment of our City and State, we have all duly registered and are now prepared to cast our ballot on November 7, for the "School Loan," a "One Branch City Council," but not for "Fewer Elections." In the matter of candidates, our vote is cast as a unit in favor of Andy Gump, the one hundred percent, people's candidate, who wears "No man's collar." And now that the wonderful, ripe, golden, autumn days are here, and since we cannot be wanderlusts in the open fields, enjoying the air and sunshine, why not avail ourselves of the next best possible substitute, by purifying our office with nature's antiseptic and warming it with God's own sunshine? How can we expect to look like real men and women if we do not luxuriate in the abundance of nature's tonics for health and happiness?

### Auditor Passenger Receipts

Correspondent, E. B. Hoppman

The following is a copy of an editorial from the Baltimore *Evening Sun* of March 16, 1922, and was given me by Head Clerk W. T. Jenkins of our office, for publication. Mr. Jenkins thinks this is a great lesson and I agree with him and am only too glad to be able to give my fellow clerks the benefit of this splendid article; for if only a few realize and take the meaning of the lesson therein and are benefited by it, it will have well served its purpose.

#### Preparation

"Modern theology has much in common with the philosophy of the ancients whom we elect to call pagans. Christianity itself is a philosophy no more difficult to understand than the philosophy of Socrates.

"Failure properly to understand and appreciate Christianity is in large measure the result of man's inability to distinguish between time and eternity. God does not think in terms of human life, but in terms of souls.

"If man's threescore and ten years marked his end, divine compassion should set itself the task of making these few years pleasant. There should be no trials or sorrow; neither heat nor cold; neither poverty nor the need of earning one's bread. But since the span of human life is but a moment in the working out of the divine plan, of what importance are the trivial events that occasion us concern?

"To the man who has no goal, the comfort of the present moment is a matter of chief concern. But if he is striving to get somewhere, the annoyances that beset him on the way are accepted with philosophic calm.

"If this brief life marked the end, unpleasant experiences would bring us no profit. But it is no more possible to develop character without trials than it is possible to develop a hardy plant in a hothouse. Every hard experience pays a dividend, and he is not a whole man who has no acquaintance with sorrow and defeat.

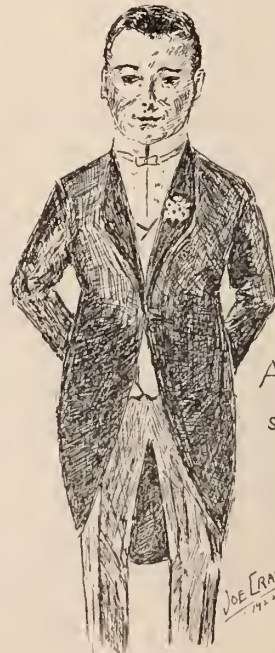
"If one is to be crowned king tomorrow, of what importance is the snub he received to-day? If the building of character is the task of great importance, why lose sleep because of your inability to build a fortune as well? Character is legal tender on the other side of the Styx, and there is no other."

### New York Lines

Pier 22, North River, N. Y.

Correspondent, JOHN NEWMAN

Feast your eyes on the picture on page 50. Did anyone of you ever see anything more "too utterly too-too-" (words fail). "Tom" Bradley's quadruplets, a Montclair, lucky, fourleaf clover, all girls, all named Elizabeth, in fact *all one*. Sweet enough to eat! ("Tom" says she does eat.) Girl babies, when grown up, eat a lot; ask the "Charlies" who pick up the supper checks and shell out the coin with an air that seems to say "there is plenty more where this came from," while mentally







Conductor Ewing and Engineman Sherk comparing time before starting on their scheduled run of 109 miles, in two hours and sixteen minutes, on the "Pennsylvania Limited," one of the fast trains of the Pennsylvania Railroad.



## You may never run the Pennsylvania Limited—but you can own a Hamilton Watch

**A**ND every Railroad Man who owns a Hamilton is equipped to time the Pennsylvania Limited or any other closely scheduled train. The Hamilton is the watch that Railroad Men instinctively turn to. It is sturdy, dependable, and so consistent in accurate performance that it can always be counted upon to tell the truth when consulted.

Conductor L. F. Ewing and Engineman H. J. Sherk, of the Pennsylvania Limited, here shown, carry Hamiltons. They've been carrying them for a number of years. Both report their watches as being highly reliable and satisfactory.

Of course they do! Therein lies the value of the Hamilton Watch to all Railroad Men. Almost any watch may tell accurate time for a while, but the Hamilton does it day after day and year after year.

Ask your jeweler to show you the Hamilton No. 992—the 21 jewel "Railroad Timekeeper of America." The new and lower price of this model is \$48.50 for the movement alone. You'll find it a timepiece that will eliminate doubt and give you a real sense of time security.

We will be glad to send you our booklet "The Timekeeper." It contains valuable watch information and illustrates and describes the different Hamilton Watches.

HAMILTON WATCH COMPANY, Lancaster, Penna., U. S. A.

# Hamilton Watch

"The Railroad Timekeeper of America"



debating the question "to eat or not to eat," as applied to themselves and the morrow.

The following comes to us from St. George in a S. I. R. T. envelope, and though addressed to one "Loyal" will interest both benedicts and bachelors of all denominations:

"My dear Loyal:

"I got that note of yours, and I am beginning to think, myself, that *I have lost a lot* by remaining single. Remember the night that "Jim" invited us to his house and on account of a recent death in the family, we could not dance or play the victrola, so we just talked; that is to say, you and "Jim" talked, about your kids; and there was no lull in the conversation to give me an opening to introduce some subject whereof I knew something, to switch the gabble into a shallower channel, where I could feel bottom, to discuss the Four-Power-Pact, the Irish rebellion or the future of America in world politics, or some other light subject that I am familiar with. But you two gave me no chance; all your talk was about the kids; and most of the time you talked both together; and all I could gather was that yours kids were slower in getting their molars than "Jim's" kids, but that "Jim's" kids were able to gabble earlier than yours and "Jim" was able to put it all over on you repeating what his kids had said, as when once a kid can gabble he gabbles a lot. And now there is a fellow that works with me here who has a baby that said "Daddy" inside of a week. Keep out of his way or he will talk you to death. So I believe, myself, that I have lost a lot of gabble because I have remained single.

"Faithfully yours,

"L. J. L."

There is a note of mystery in the August issue relative to "Al" Fox and his activities. The mystery has now been cleared. We are pleased to announce the marriage of Mr. Fox and Miss Blanche Cornet on Saturday evening, September 16, in the Church of the Transfiguration in Brooklyn. Mr. and Mrs. Fox spent the first week of their honeymoon at Oneonta, N.Y. We wish the newlyweds a continuation of the honeymoon, to extend far into the future. It is not so difficult as one is apt to judge from reading the scandal reports of police—and divorce—court proceedings. If these proceedings were not relatively unusual and out of the regular order of things, they would not be reported. "Domestic relations" can be made not only agreeable but positively happy, if the contracting parties accept each the other with the mutual understanding that "there is so much good in the worst of us and so much bad in the best of us, that it hardly behooves any of us to talk about the rest of us."

The father who advised his son: "Don't get married until you have sense; when you have it, you won't," probably was a multi-divorcee without sense, either before or after marrying.

It is also no longer a secret that Miss Veronica Murdock, one of the many pretty and saucy (insouciant) up-to-date girls that decorate the Pier 22 Office, has become bonded to a party by the name of Frew. This much we have been able to learn from the time-slips that "Mrs. Frew-nee Murdock" is turning into the timekeeper. Besides that meagre fact we are unable to learn anything. But, even so, we wish her happiness and beg to refer her to the homily in the preceding paragraph.

The correspondent wishes that all those who are interested in reading the MAGAZINE would take some interest in supplying reading matter for this department, by passing some brief notes to him. He will dress them up, if necessary, so that their own parents won't know them.

#### Brief Notes:

Frank Santagata is pricing grapes, the purple variety, by the cwt.—Why? Let's all guess!

"Charlie" Marcus looks *distingue* since adopting the fashionable monstrosities, shell-rimmed spectacles; without them he looks human.

"Speck" is working. He has to, now, since he achieved the I. C. C. classification "C. S. C.-II," with his new job.

John Reardon declines the honor of having his picture presented to the MAGAZINE readers. We can't conceive the reason. (We are going to have ours in every MAGAZINE hereafter. That's us!)

Why does "Max" remind one of the "Steeple-Chase?" Ask Miss—no, we won't tell.

Miss Elinor McDermott has returned from her "trip abroad," otherwise Ireland. All the good advice that we gave her when she embarked was lost, because not needed. She was "not a bit sick, going or coming." That's what they all say. We were not a bit sick, either, on our first sea voyage—not a bit. A pleasant memory that, our first trip in rough water, Oh Goodness! Ha! ha! Miss Elinor has gained—if taking on weight is considered a gain (we don't know what the style is at present and remember having blundered on this matter some time ago) seven pounds, she says, (looks like seventeen), and this in spite of the terrors she was subjected to; storm at sea, bombs in Tralee, etcetera. Welcome back to these United States, where the dove

of peace lays its eggs, undisturbed by Bolshevik or Sinn Feiner, even on the scruff of "Billy" Bryan's neck!

### St. George, S. I., New York

Correspondent, G. J. GOOLIC

Miss Freda Stabber, clerk, Arlington Coal Pier Office and Albert Roming, Yardmaster at Arlington are in our art gallery this month. "Al," as he is known, has just arrived from abroad after being away for a few months. When he returned, rumor went around about his engagement to Miss Stabber. "Al" worked fast after his trip, for he is going to be married shortly. We all wish them both the best of luck.

We have also a picture of Arlington Coal Dumper. This is the only coal machine working on Staten Island and it is some dumper.

Another picture will introduce J. V. Ryan, claim agent, and W. R. Taylor, chief clerk to superintendent.

#### "A Fatal Duel"

A duel was lately fought in Arizona by Alexander Shott and John Nott. Nott was shot and Shott was not. In this case it is better to be Shott than Nott. There was a rumor that Nott was not shot and Shott avows that he shot Nott which proves either that the shot shot at Nott was not shot or that Nott was shot notwithstanding. Circumstantial evidence is not always good. It may be made to appear on trial that the shot Shott shot, shot Nott only as an accident. It may be possible that the shot Shott shot, shot Shott himself, when the whole affair would resolve itself into its original elements and Nott would be shot and Shott would be not. We think however, that the shot Shott shot, shot not Shott but Nott.

We take great pleasure in announcing the wedding of "Dan" Ryan, trainman, P. A. Division, Run "B," who is to be married early in November. "Dan" thinks it's time he "follered the crowd," so what can we do? All of "Dan's" followers will be invited to dinner which is to take place in "Riley's" lunch wagon, Tottenville, S. I. Everybody is requested to bring his own tools.

If Vincent Cody would have his brief case sent to and from school by express instead of carting it himself, it would help to relieve the congestion encountered on the trains.

Miss Anna Bloom, freight clerk, Clifton, spent her vacation in Odell, Illinois. We thought it was rather late for a vacation, but we got cards from her saying "it was some hot" out there, so we expect her back all tanned up. You know.

Tough luck for "Bob" Wilson. Some one stuck him with a brass watch (he thinking it was gold) and after a few days the brass began to show up and he tried to pass it on before it got worse. However, "Eddy" Mertz told him he had one—so there.

The accompanying picture is of the Schooner J. Edna Drake. This vessel docked recently at north side of Pier 4, St. George, for loading 15 cars of lumber for



FOUR EXPRESSIONS FROM ELIZABETH, QUEEN OF HER HOUSEHOLD

Left to right: "You want to take my picture, eh?" "Oh, well, now I think that's rather funny." "I'll have you know I'm a person of importance." "Positively there'll be no more interviews until tomorrow, so be kind enough to close the door from the outside."





**STURDY STATEN ISLANDERS**

Upper left: Yardmaster Albert Roming, Arlington, and Freda Staffer, clerk, Coal Pier Office (See notes.) Upper right: J. V. Ryan, and W. R. Taylor. Lower left: Schooner J. Edna Drake. Lower right: Arlington coal dumper

Lesslie Roberts & Co., Inc., dealers, exporters and importers in American hardwoods, whose office is at 29 Broadway. It is not the usual practice to dock vessels at our piers but arrangements were made covering this one and it was a satisfactory arrangement all around, both for the shippers and for the Railroad as the handling of cargo was greatly facilitated thereby.

**Baltimore Division**

Correspondent, W. H. TARR

A pleasant and interesting trip was had with Flagman B. Z. Huffman on No. 62 on Sunday morning, September 17. Mr. Huffman pointed out the places of interest between Baltimore and Philadelphia. He is well versed on the signals on the East End and he described the operation of each as we passed.

Assistant Road Foreman of Engines G. D. Coleman is back on his job on the East End after a few days in the hospital where he underwent an operation.

Train Dispatcher D. L. Healy has resumed duty after a period of sickness.

The annual demonstration of the Holy Name Society, which is held on the second Sunday of each October, took place at Washington, D. C., on October 8. Our division had special train service from all nearby points. Some 13,000 people were carried. This is the biggest movement of people the division has had at one time since troop movements during the war.

Another one of our office force has left for matrimony, Miss Lyndale Poyner on October 7. Miss Poyner was stenographer to the car distributor. Before leaving she was presented with a miscellaneous shower by her girl friends, the men in the office con-

tributing an enameled clothes hamper.

Now that the Christmas season is close at hand, we are beginning to rack our brains as to what we will give "Bill" or "Joe" or "Jenny." We feel that the following list might be helpful to some of our office force:

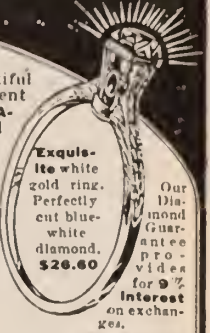
- Meyerly—A megaphone.
- Mallery—Some horses that run.
- Hughes—A drum or a rattle.
- Weis—A No. 9 Hat.
- Goodman—A ticket to Turkey (deep stuff).
- Miss S.—Some lunch.
- George—A good humor.
- Miss C.—A man.
- Ben Bell—A canteloupe (nee a good man).
- Higgs—Ell Hachett.

**XMAS GIFTS—Pay as U Please!**

The most remarkable credit offer ever made! Select any beautiful gift you wish—have it sent for your **FREE EXAMINATION**. Then if satisfied pay for it **ON YOUR OWN TERMS** pay as you please (within reason of course.) We stand alone in this astounding-ly liberal credit offer.



Octagon Elgin 20 years guaranteed case. **\$22.00**



Exquisite white gold ring. Perfectly cut blue-white diamond. **\$26.60** Our Diamond Guarantee provides for 9% interest on exchange.



Solid white gold rectangular wrist watch 15 jewel guaranteed movement. **\$32.50**

**Send for Xmas Catalog Today**

A postal brings you our special Xmas Catalog illustrating America's Best Values in "Gifts that Last" Diamonds, Jewels, Watches, Ivoryware, Silverware, etc. **Prices absolutely rock bottom**—Every article sold under our famous Money Back Guarantee.

**O. F. Bate & Co.**  
ESTABLISHED 1868

21-23 Maiden Lane New York

Fox—A local train to stop at Montevideo.  
Schleisner—A trip pass to be made out for the next train.

We extend this list to the Office of the Division Accountant and suggest the following:

Cavalier—A pencil that will not make noise when rapping on wood.

Benick—Some fruit and candy to start a store.

F. L. Ralston has become a member of our office force, vice W. B. Weis, transferred to trainmaster's clerk.

The excellency of our service to New York was noted by your correspondent on a recent trip.

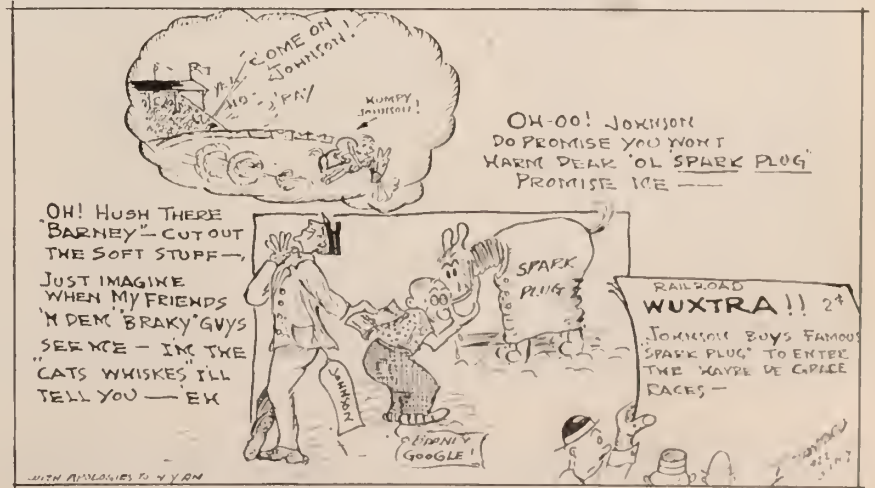
The following bowling teams have been organized for the season from the Division Accountant's force:

Team No. 1—Captain Richardson, German, Thiemeyer, Vernon Smith and Bowers.

Team No. 2—Captain Cox, Machin, Harten, Bobb and Phipps.

Team No. 3—Captain A. L. Smith, Hegler, Kepler, Roach and Preil.

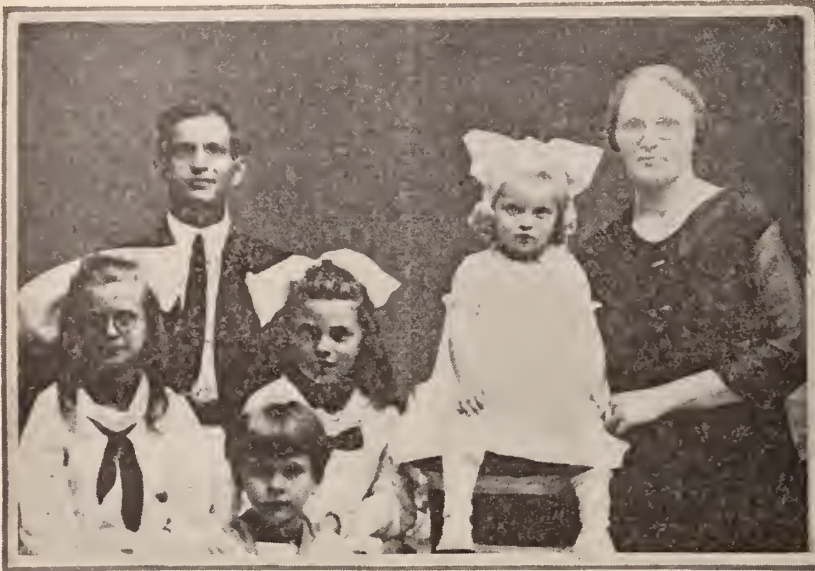
Team No. 4—Captain Hamilton, Hinebaugh, Eichert, Swain and North.



Johnson's Spark Plug is "Plugged" by Santoro

Please mention our magazine when writing advertisers





G. H. Miller, flue welder at Mt. Clare, and his interesting family

E. L. McConkey, motive power time clerk, has returned to his desk in the Division Accountant's Office, having been located at Brunswick doing special work. His friends state that "Mack" lost ground while at Brunswick; if you're in doubt, inquire of Morris Phipps.

Miss Nellie Furley has become stenographer to the car distributor, vice Miss Poyner, resigned.

Brakeman E. E. Walters died on September 30, having been preceded in death by his wife. They left one child. Mr. Walters was born March 7, 1889 and entered the service January 25, 1911 as a fireman. Later he was transferred to position of brakeman.

Brakeman W. L. Newton was injured at 8.15 a. m., September 28, by falling off car while making coupling at Bay View. Amputation of limbs was necessary. His friends trust that he will pull through his ordeal. He is at the University Hospital, Baltimore.

The sympathy of friends in Division Accountant's Office is extended to Frank Held, motive power time clerk, who lost his mother at Philadelphia on October 3.

#### Washington, D. C. Freight Station

Correspondent, W. L. WHITING

A pleasant surprise was experienced recently by Freight Agent D. M. Fisher, when he and Mrs. Fisher were visited by Mr. and Mrs. Frank W. Fisher, of Columbus, Ohio. The latter gentleman is trainmaster of the Baltimore and Ohio at Columbus, and a cousin of our agent, whom he has not seen in many years. It is unnecessary to state that Mr. and Mrs. D. M. Fisher did the honors of this grand city to the fullest extent, and that the cousins from the Buckeye State were impressed with the hospitality that is one of the outstanding features of Washington, D. C.

There is little happening in Washington, D. C., just now except work, which is a plentiful commodity. The busy fall season is upon us in an unusually heavy manner. Business has more than resumed normal conditions and much of the rush is coming our way.

Our sick list is unfortunately not reduced; we hope to see all the ailing ones back before long. Miss Gladys Beall is reported as im-

proving and able to walk out in the air. Rate Clerk Ridgely is also improving, although his eye still causes him considerable trouble, making it dangerous for him to attempt to resume duties just yet. Melvin Phelps is able to sit out on the front porch at Laurel and give his broken leg exercise.

We are looking forward to the return of all of our folk to their accustomed places.

#### Brunswick

Correspondent, R. L. MUCH

One of our efficient fuel savers of the Baltimore and Ohio is Engineer A. B. Haller. Engineer Haller runs what is known as the "Snuff Train," leaving Brunswick at 11.30 a. m., and arriving in Hagerstown at 2.30 p. m. Leaving Hagerstown at 6.00 p. m., he makes 19 stops, including freight and passenger stations, arriving at Brunswick at 7.45 p. m. Small engines are used on this run, and Engineer Haller has made a remarkable record in saving fuel for the Company, for which he has been commended. He recently received a complimentary letter from Fuel Superintendent W. L. Robinson.

Trainmaster Liller, while on our No. 2 the other day, on his way South for a vacation, remarked to your correspondent and several others that the "Baltimore and Ohio is the best railroad in the world." We agree with him, and we sincerely wish him a pleasant trip to Florida.

The famous delegation of Cowboys and Indians, from Delaware Tribe of Red Men, visited the little town of Boonsboro, near Keedysville, on the Hagerstown Branch. This delegation, composed practically entirely of Baltimore and Ohio employes, performed a series of acts which made the residents "sit up and take notice." The scenes enacted were from the pioneer days of '49. The chief event of the day was a sham battle.

Mr. E. C. Shafer was re-elected mayor of our town by a large majority. Mr. Shafer has proved himself a real man, which counts with our Railroad fraternity. He is a good mixer, and it is no uncommon sight to see him on the street among other citizens with pick and shovel, doing his bit for the town's benefit. Our town is flourishing under his able management.

Yardmaster W. C. Gatrell took a well-earned vacation, visiting relatives in Alleghany County. "Bill" is a hard worker.

Conductor "Tom" Sullivan has been laid up for some time. We shall be glad when he is able to return to duty.

If you want to see a fellow who constantly wears a bright smile, just drop into the westbound yard office and see Kirk Compton, who is always on the job. No matter how many tracers he has to make out, he never gets rattled.

The "most politest" man in the United States is Yard Train Dispatcher "Skinner" Thomas. Although Friday came on the 13th, which is considered to be an unlucky day, he greeted us with his usual "Good morning, Gentlemen." Brother Thomas has many friends among us railroaders, and he's a man on his job.

Our champion bowler is Chief Caller Floyd Stricker. His usual run is 120, and he seldom drops below the mark. In a recent contest he made the highest score.

#### Mount Clare

Correspondents

MOLLIE S. ALBRECHT and C. RAEUCLIE

In reference to the theatre party that Mr. Kelly promised to his men, he now tells me it's all off. Some of the men wouldn't wear "swallow-tails," and that's one of the conditions which he, of course, insisted upon!

"My men in the Flue Plant insist upon my giving a christening party, but what they really want is the key to my cellar." How about it boys?

If such a thing is possible, C. H. Burns has been going around with a gloomier expression than usual. What's the matter, "Buck?" Aren't the fish biting at Middle River, or has Friend Wife used the "moisture" to make some pumpkin pie?

A great many men at Mt. Clare must be going in the Christmas tree business this year. I hear them talking quite a bit about the "Tall Cedars!"

The accompanying picture is of G. H. Miller and family. George is a flue welder, second shift, and he wishes me to add that there is another little Miller whose picture doesn't show on this snap-shot. We asked George what he thought of race suicide. He said he had never heard of it. We don't believe he has.

#### Drawing Room

We understand, indirectly, that K. Picker, this department, took several days off, and took unto himself a "better half." You needn't be so darned close about it, "Pick." Tell us who the lucky lady is.

Two old employes of this department have returned to Mt. Clare, namely: "Al" Miller and Howard Gordy. Welcome home, boys!

Mr. Morton is back with us again after a long illness. We are surely glad to see "Bob," and hope he will stick to us.

Why in the world "Buck" Spence didn't have someone sell his old straw hat for him, instead of wearing the sign on his lid himself, we all can't figure. Nevertheless, on September 16, "Buck" walked up Arlington Avenue with a large "FOR SALE" sign stuck up in his chapeau. We understand he auctioned off the lid before he arrived in the centre of the city, for which we are more thankful! Let us advertise it in the MAGAZINE next time, "Buck," old boy.

Els, have you found out who called you from the Caswell? Tell us about it, old pin!



### Cumberland Division

Correspondent, JOHN J. SELL

Here are pictures of some Cumberland employes who made the Railroad go, way back in 1894. Some of these are still in the service; some have left for other fields,

while others have passed to the Great Beyond.

Behold Master Mechanic T. R. Stewart and shop office force, Cumberland, in the year 1918. Most all of those shown are still in our employ. In the same year were taken the picture of our girls club, a number of whom are still in the service. Some,

however, have listened to the call of Cupid.

Now that the outdoor sports are slowly fading away, the Duckpin King will step to the front. "Mossie" Campbell, the Napoleon of South End, wants to announce to the duckpin spillers that his aggregation from South End will be on the map as strong as ever this winter. Campbell



IN DAYS GONE BY AT CUMBERLAND (See Notes)

1—Left to right, back row: Letha Ambrose (Connell), Betty Dickey, Margaret Robosson (Snyder), Louise Zihlman, Laura Lingamfelter, Verna Hill (Weaver). Front row: Sadie Dickens (Smith), Mrs. Mollie McDonald, Naney Miller, Mabel Crawford, Ora Bauer (Robinson), Elizabeth McNeil (Gaither). 2—Mrs. Sylvester Shercliff. 3—Sylvester Shercliff. 4—Master Mechanic T. R. Stewart and his office force, 1918. 5—Miss Burns, enjoying a day in the open in 1918. 6—C. T. Timekeeper's and Division Accountant's Offices—R. M. Barnard, F. P. Keyser and A. P. Connell. 7—H. O. Tederick, track supervisor, Martinsburg. 8—Signal maintainer and his assistants. 9—V. L. Connell, chief clerk to general yardmaster, and C. F. Vanosdale, yardmaster. 10—Statistician Allen Cogan





THE OLD DISPATCHER'S OFFICE, CUMBERLAND

Behind the desk, left to right, are: Chief Dispatcher W. J. Lavelle, W. M. Rickey, West End dispatcher, and the late Lee French, East End dispatcher. The others are: E. B. Williams, trainmaster; H. C. McAdams and T. F. Connelly, East End dispatchers; the late Harry Grenoble, copy operator

team, composed of "Ben" Trail, Roy Hare, Grant Campbell, Charley Hare, Cecil Clark and "Mossie" himself, will represent the Diamond Bowling Alley this year. This is one hundred per cent. Baltimore and Ohio. It will represent the Cumberland Division, calling on any division that may think it can produce a like aggregation of stars. Just drop us a line when games are desired.

The Diamond Alleys have also been chosen headquarters for our All-Star Baltimore and Ohio Girl Team, composed of the following: Esther Weltman, Mae Beck, Margaret Carney, Lucille Hanifin, Everall Lapp, Hannah Love, Margaret Mouse, Olive Liller, Blanche Thomas and Mrs. J. H. Fike. These likewise challenge any team on the Baltimore and Ohio System. W. S. Beggs, coal billing agent, Cumberland, is manager of the All-Star Girl Team, and will promptly arrange booking upon request.

Among the accompanying pictures are Mr. and Mrs. Sylvester Shercliff, Piedmont, W. Va. Mrs. Shercliff was formerly Miss Francis L. Thomas, stenographer, Superintendent's Office and Storekeeper's Office, Cumberland. We wish the newlyweds much happiness.

We have also a picture of three of our C. T. timekeepers, Division Accountant's Office, Cumberland. They are R. M. Barnard, F. P. Keyser and A. P. Connell. Yes, they are all married but still smiling.

Another good picture is that of G. N. Lomyer, signal maintainer, and his assistants, J. W. DanHart and Walter Henry, taken with their motor on the straight, at Great Cacapon, W. Va. These employes do their share towards keeping the trains moving and are well known all over the division.

Here we have our popular supervisor, A. O. Tederick, Martinsburg, W. Va., who is famous for maintaining fine track over his entire sub-division. Our patrons, while enjoying the beautiful scenery in the vicinity of Harpers Ferry, often comment on the smooth riding track in that territory. We congratulate Mr. Tederick on the fine condition of Sub-division Number One.

"Smiling Miss Margaret" Burns, M. of W. timekeeper, Division Accountant's Office, Cumberland, was pictured while enjoying a day's outing with "B—." Here is every evidence that the day was a complete

success. Miss Burns is one of the most popular employes among the "Gentle Sex" on the division and was one of the first of "Cumberland's Fairest" who volunteered service when our boys were being called to arms back in 1917. She has been employed continuously in the Division Accountant's Office, although we hear rumors that "It won't be long now."

Here is a good likeness of Statistician Allen Coglan, Superintendent's Office. Mr. Coglan has been in the service for over thirty years and is known to his many friends on the division as "Colonel."

One of our contributors handed in the following verse. While it is not exactly complete, we appreciate the sentiments:

"The Baltimore and Ohio beats the Best  
It runs through the Capital, East and West,  
The Alleghany Mountains have been  
leveled, it seems,

By the power of brains, machinery and  
steam.

That lightning was brought to the earth we  
know

Was first used for rail power by our B. & O.  
The States it covers are thirteen in number  
Which are served and pleased in Winter and  
Summer.

Now that the schedule for the fall and winter Safety meetings on the Division has been arranged, it is felt that the employes will put new impetus into the Safety movement and make ours the honor division of the System in safety work.

G. Frank Messman is becoming quite a pool player. First thing we know Frank will be challenging one of the champions.

Master Mechanic G. T. Hice, Sabraton, M. & K. Sub-division, is convalescing from a recent illness. We hope to see him back on the job soon.

John Ketzner, one of our oldest and best known veterans, has been confined to his home in Cumberland on account of illness. His many friends and fellow employes hope for his speedy recovery and return to work. Mr. Ketzner completed 53 years of continuous service on October 1.

Many of our employes are trying for first honors in the Trade Mark Contest mentioned in the September issue. While

it is agreed that the present trademark of our line will be hard to improve upon, it is thought that with our talent getting to work, a new one will be presented that will better serve our purpose.

G. A. McGinn was in New York looking over the World's Series and getting some new pointers for our Cumberland Division team next season. We, therefore, predict a fast team next year.

The accompanying picture of Chief Yard Clerk V. L. Connel, at his desk, and Yardmaster C. F. VanOsdale, standing, gives a good idea of Cumberland Yard force in action.

Our division is fast getting back into its old stride. While the last blue print did not show us in first place, yet with every employe on the job and doing his bit, we hope to soon have it there.

#### Epitaph

I was purchased between June 18 and 20 by A. K. Galloway. The following are notes of my experience:

On the night of June 30, while resting peacefully on his noble brow, I was suddenly called upon to proceed to Locust Point in a downpour of rain. There I performed my duties of protecting his head from the terrible onslaught of rain, dirt, soot, cinders and sparks. After this experience, I never looked the same, but I stuck to the job.

Once again I was called out in emergency and proceeded with my master to Cumberland. Here I have remained ever since. Now, as my last days approach, my experiences are best judged by my appearance.

Yours truly,

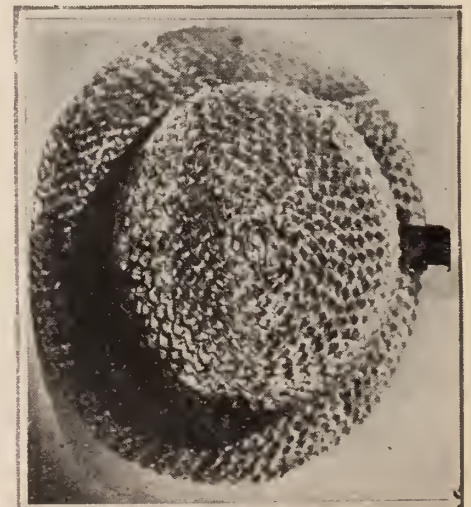
A. K. Galloway's Straw Hat

Keyser, W. Va.

Correspondent, HARRY B. KIGHT

Our Divisional notes have been scarce for the last few issues, because of the fact that the correspondent has been out of town. Now that the summer is over, and vacations, too, let us all pull together, and get the news of our division into the MAGAZINE. The correspondent will appreciate your sending in any news, good photographs and other contributions that you may have.

Conductor John Chrisman, after 52 years of service, met with an accident at Mountain Lake Park a few weeks ago, when he was struck by a motor car. He was taken to his home in Keyser and was later removed to the Hoffman Hospital where he is doing nicely.



Yea, Bo! I have seen better days. Read my sad story, above



Arthur Slocum, warehouse foreman, and a member of the famous Keyser Collegian Basketball team, is the happiest fellow in town. And he has a right to be, for he has the dearest little baby daughter, born at the Hoffman Hospital on October 1. Congratulations!

The Correspondent enjoyed a visit to the MAGAZINE office during the latter part of September.

Our "Home Builders' Club" has not "fallen through." The boys are still planning homes and it is the hope of the officers that things will soon begin to hum again, and that we will see some new homes erected in Keyser.

Chief Caller George Hennen, Fairmont, was a pleasant caller here a few weeks ago. George is an old Keyser boy and we are always glad to see him.

Chief Clerk "Bud" Phillips at the Scale House, is back on the job, after having undergone an operation for appendicitis.

Engineer George Barker and family have moved into their beautiful new home on S. Main Street.

"Bill" Landis, trackman, Deer Park, is digging coal now at Vindex. "Bill" says that as soon as he gets enough dug to run the Baltimore and Ohio for the winter he is coming back.

Haven't heard anything about a chapter of the Veteran's Association for Keyser yet, have you? Get busy, you old timers, and get a chapter here.

Assistant Terminal Trainmaster "Bill" Virts is still talking about his trip to California. We know that he had a wonderful trip and unless we keep a close watch on him, he may go out there to live.

Engineman "Ike" Mills is building another beautiful house in Keyser. This makes about the 'steenth house "Ike" has built here, and they are all beautiful.

We are sorry to report the continued illness of Agent Huth of Piedmont. Hope to see "Charlie" back on the job again soon.

"Mart" Sayre, the "oldest conductor in the world," has applied for his pension papers. Soon as he gets 'em, we are going to write up "Mart's" pedigree. He has been in the service for many years and can tell us something worth while.

The telegraph office at Rawlings, which has been closed for some time, was reopened the last of September.

In looking over the different trade marks of the different railroads, and trying to think up a new one for our own "Baltimore and Ohio," I have come to the conclusion that "it can't be done." We already have the best one, it seems, and to try to improve on it would be to spoil it. (We respectfully refer Mr. Kight to his file of Magazines. See April, 1916 issue, Page 6—"It Can Be Done."—Ed.).

The Car Department clerk, Miss Virts, is all smiles these days. I do not think it is the Erie "Railroad," but a little town in Pennsylvania by that name which is the cause of her day dreaming. She has a cottage, a garden and, I presume, a garage, pictured to the latest detail in her dreams.

General Foreman Graney is getting his turkey calls in shape for the coming season. "Mike" says he is now working on an "engine call" to get the engines away from shop on time.

A. R. A. Clerk Orndorff took a few days off to look over the ponies at Laurel. Marshall says he had the right dope to make a killing. Poor boy! The sympathy of the office is with him.



Carl Emmett, little son of Engineer Robert "Tar" Rice, Keyser, W. Va.

Painter Foreman J. H. Dunk was able to visit the shops a few days ago after several month's illness. We were certainly glad to see John, and we hope that he will be able to resume duty in the near future.

Apprentice Instructor Small has moved his office to the upper end of the Master Mechanic's Building and expects to have his school moved over during the present month. Harvey is all smiles over his new location.

We do not know when it will happen, but when you ask Nina Lee, she smiles very sweetly—and "Jim," well, he just grins.

Miss Naughton, stenographer to the storekeeper, says she certainly does enjoy those naps coming up on No. 55 each morning, even if she does have to walk back from the "Hump" occasionally.

Bowling at present is the main topic of conversation among our lady clerks. Although the scores which they have made and those they claim they should have made differ considerably, they claim that by persistent practice they soon will make the pins fall. Ruth is unable to see the use of a gutter on the alleys; she claims she could make much better scores if it were covered like the rest of the alley.

Boilermaker Foreman Spicer and "Shadow" Paxton are preparing for their annual bear hunt; Charles says if Paxton doesn't clean his eye glasses this year before going out, he will call the hunt off, as he would have had to pay for a yearling heifer last year if Paxton's gun had been loaded.

In front of my ticket office I have an imaginary pair of scales which I have been using ever since I started to sell transportation, and I use them all the time. When a man or woman steps up to my window, I weigh them, and from my dealings with the public, I feel that I have learned to judge mankind pretty well. I have found that

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those with whom I come in contact are generally pretty fine folks, and that if we but knew it, this is a fine world to live in. And then, too, I never ride our trains but that I pay attention to the service rendered our passengers by our train crews—and I have always found them looking after the passengers' welfare and striving to give the best service possible.

Some weeks ago, while riding over the Wheeling Division, I saw a passenger reach up into his hat and get out the check that the conductor had placed there, so that he might hand it to the conductor when he came along. When he did come along, and the passenger had handed the check to him, he received a courteous "Thank you." The passenger seemed surprised for he told me he had expected to get "bawled out." I am sure that he left the train with a higher opinion of our train crews than when he boarded it.

We extend our deepest sympathy to Brakeman John Bisset on the loss of his mother and also to Boilermaker Hackett in the death of his father.

Lady readers, do you read the news in the Women's Department, which is edited by "Aunt Mary" Stevens? That is an interesting department; it tells you how to prepare good things to eat, how to sew and you'll find lots of other interesting things on those pages. Aunt Mary will appreciate your cooperation in helping to keep this department interesting.

We who live in this part of the state like



to read the nice things that are said about our general counsel, Mr. Cornwell, for we all know him personally, and are proud of him. That's the reason we made him governor of the State of West Virginia. And West Virginia never had a better Governor, either.

Assistant Yardmaster Neil O'Connell, watchman, Oak Park, during the coal strike, wins the fur lined sleeve holders for sleeping at the switch.

He is said to have nabbed the home-made sawdust—padded Morris chair from the other night watchman, "Whity" Welshonce, and parked himself therein for the night. The indignant owner found him sleeping comfortably alongside a fire at midnight—watching the water station. "Whity," an ex-gob and skilled in ropes and lines and knots and what not, tied him carefully in bed.

At daybreak the dashing O'Connell was still resting easily and when the day force went on duty at seven they found him there. Some thoughtless person discharged a gun behind a car and O'Connell, much to the owner's grief, tore up the chair trying to get loose and run away. Before the smoke cleared the chair was wrecked and Neil was out of sight with a little dust cloud to show the direction in which he went. "Whity" didn't blame him for sleeping, for the yardmaster had to spend a lot of time in a nearby town during the day, but he was peeved at the wreck of the chair.

### Martinsburg

Correspondent, W. L. STEPHENS

The passing of the baseball season recalls to mind the ball club of our own shop which played in an inter-city league composed of teams organized by the employes of several industrial plants of the city. Our boys played fairly good ball but not good enough to win.

The championship was won by the Interwoven Mills, Incorporated. The mill boys played a consistent game throughout the season but were compelled to extend themselves to the last game to beat out the team of the Blair Limestone Company.

The season closed with a banquet at the Y. M. C. A. for the members of the several teams. It is reported that our boys could hit plenty of home runs at the banquet table. We will have a better team next year.

The Martinsburg Veterans have suffered the loss of two of their members by death.

Retired Machinist William H. Roth died at his home in this city on August 29 after a lingering illness. Mr. Roth was born in Baltimore in 1848. When a young man he came to this city and entered the local shops in the year 1866. He served here until the Motive Power Department was moved to Brunswick. He went from the shop here to Cumberland and then to Brunswick, later returning to the Martinsburg shop, from

which he was retired in 1919. His service record extended over a period of 56 years, including his retirement. His age, 74 years, made him one of our oldest Veterans.

Joseph Newton Linthicum, one of the best known Baltimore and Ohio engineers, died very suddenly at his home, 612 North Queen Street, on September 12. Death was due to heart trouble.

He had suffered from a heart leakage for about ten years but had never been in a critical condition. He took out his run as usual that day but when he returned home, complained of not feeling well and went to his physician to secure some medicine. Returning home he failed to improve and died before medical aid could be summoned.

"Joe" Linthicum entered the employ of the Baltimore and Ohio when a young man and served until the day of his death at the age of 62 years.

In these men the Baltimore and Ohio loses two faithful employes, the Veterans' Association consistent members, and the community, two honorable citizens.

### Timber Treating Plant

Green Spring, W. Va.

Correspondent, E. E. ALEXANDER  
Safety First

We can only plan, we cannot always control our circumstances. Last month we proudly announced through the MAGAZINE our high ambition of going to



HAPPY DAYS AT GREEN SPRING, W. Va.

Above: How is this for sport on a warm, summer afternoon? Left: Workmen Three (see notes). Right: Fawn from our park



the end of the year without an accident. But almost before the printer had our good intention in print our hopes of a perfect score were blasted when "Mike" Hornik, tieman, fell off a car, injuring one of his heels. Then "Pat" Kenny, retortman, dropped a switch ball on his foot, thus chalking up two accidents for September. How big that ugly figure looked!

We cannot wipe out that figure now, but, fellows, we can prevent Old Man Accident from chalking up any more against us, if we will all be more careful and stick together.

The new gasoline motor car which was described and pictured in our July MAGAZINE was put into service on the Green Spring-Petersburg Branch, on Sunday, October 1. Conductor Carder and Engineer Fazenbaker had charge of the car, and it was quite an attraction.

Miss Mildred, eldest daughter of Operator and Mrs. J. D. Rockwell, is attending high school at Romney this winter. Too bad we haven't at least a Junior High School here!

We recently enjoyed a visit from our first general foreman, P. L. Conley, now of Aurora, Ill., who with Mrs. Conley and accompanied by Mrs. Eugene Smith, spent their vacation with Mr. Conley's father, Tie Foreman G. C. Conley. "Pete" was general foreman at the time our Plant began operation in 1913 and continued in that capacity until the fall of 1916, when he left us to accept a more remunerative position. We invite them to come to Green Spring again.

Operator and Mrs. B. L. Buxton, Relay, Md., were late September guests of General Foreman and Mrs. E. M. Stottlemeyer. They expressed surprise at the immensity of our Plant.

Our water supply has been a serious problem. The old Potomac is said to be the lowest in fifty years. It became necessary to build dams to insure a supply.

At the ford the children have been drawing their little wagons across, while above, the ladies have been crossing on the rocks without even getting their "footies" damp.

Mrs. E. E. Alexander gave a dinner party on September 23 in honor of Mr. and Mrs. P. L. Conley and Mrs. Eugene Smith of Aurora, Ill.

E. F. Bean, laborer, is at work again after the loss of several days because of illness.

C. R. Passapae, genial manager of our commissary, was compelled to give up his duties because of the illness of his wife. Mr. Passapae left on October 1 for Baltimore, to join his family who had preceded him by a week. We regret to lose them and wish them well.

Mrs. Mary E. Short, who has been conducting a boarding house here for several years, has taken over the commissary. We also wish her success.

Chief Engineer Maintenance Earl Stimson, who is now directing our operations, accompanied by Maintenance Engineer C. C. Cook, made an inspection of our Plant on September 27. Both gentlemen were later guests of Supervisor and Mrs. Alexander, and accompanied by the former, journeyed to Cincinnati. Here they were joined by S. A. Jordan, engineer maintenance, Lines West; S. M. Elder, lumber agent, and E. J. Stocking, vice president of the Central Creosoting Co. They visited the Plant of this Company at Finney, Ohio on the following day. Mrs. Jordan and daughter accompanied the

party from Cincinnati, the latter driving "Dad's" new machine. We cannot but pass a compliment on Miss Jordan's ability as a driver.

The U. B. Ladies' Aid served one of their famous 50 cent suppers on Friday evening, October 8, at the home of Night Foreman and Mrs. E. Allen. Was the Tie Plant well represented? Oh boy! we'll say it was. We will not mention any names but all the "BIG" eaters were there.

Old fashioned "Apple Cuttings" and "Apple Butter Making," now unknown to many in our larger industrial centers, have provided several enjoyable evenings in our community recently.

A number of her friends surprised Mrs. G. C. Conley on September 29, by calling on her in a body and reminding her that it was the golden anniversary of her birth. A sumptuous dinner was served at noon and the afternoon was devoted to visiting. Her guests left Mrs. Conley many beautiful tokens of their friendship and esteem. Several invited were unable to be present and sent regrets and best wishes. Among those present were Mrs. Clara Berrager and daughter Evelyn; Mr. Frank Lutman, Connellsville, Pa.; Mrs. Anna Valentine, Rudolf Valentine, and baby "Betty;" Frank Willison, G. W. Bradens, Clara Farrin, J. W. Elder, E. C. Long, A. L. Isaacs, C. E. Bortz, M. Richards, Miss Susan Casteel; Mr. and Mrs. Shirley Roby, Messrs. Williams Bradens and Chester Bartman, of Cumberland; Mr. and Mrs. P. L. Conley and Mrs. Eugene Smith.

Another good citizen has come among us. C. E. Edgell, manager of the Green Spring Orchard Co., has moved into the Glaze property he recently purchased. Welcome, friends!

The schedules of services at the M. E. and U. B. Churches are now so arranged that we have services every Sunday morning and evening. No excuse, fellows, for not going to preaching!

Always be careful! Don't get hurt! Don't let "Old Man Accident" get you! Be a safe employee!

On September 27 Jesse Carl Snyder, efficient third trick operator at Okonoko, W. Va., and Miss Bettie Mae Kerns, popular school teacher of Paw Paw, W. Va., were quietly married at the parsonage of the M. E. Church, Bedford St., Cumberland, Md., by Rev. Meeks. Miss Kerns taught at Okonoko last year, and we understand that's where the romance started. They have our best wishes.

Our photograph this month is "On the Old Potomac." Left to right, we have: Mrs. A. E. Irving, Tie Inspector A. E. Irving, with Masters Richard and Bobby; Mrs. E. E. Alexander and nephew "Buddie;" Little Miss Mayme Irving, Mrs. J. C. Alexander, Master Harold Robinson, Miss Amy Jewel and "Uncle" E. E. In the background are seen Frank, Jerry and Joseph Setor, children of Tieman Jerry Setor.

We also present for your approval three well known gentlemen of the M. of W. Department, Cumberland Division, Carpenter Foreman G. R. Clark, and Carpenters J. W. Gane and T. J. McInturf, on 21st Bridge over the North Branch of the Potomac River, just east of Keyser, W. Va. This picture was taken where these men had been placing new irons.

Our other snapshot is of deer in Pancake Park, Green Spring-Petersburg Branch. There are about forty of these deer in the park, which is the property of Mr. Fred Pancake, Pancake Station.



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**Deer Park**

Correspondent, F. W. REIS, *Operator*

Operator and Mrs. D. E. Jeffries had a recent visit from Friend Stork, who brought them a fine daughter. The stork also visited Fireman and Mrs. W. E. George and left them a fine baby daughter.

Engineer and Mrs. T. H. Mooser will probably make their winter home in Keyser, W. Va.

Operator F. N. Reis, Altamont, is said to have been lost on his own farm, located near here. When found he possessed two gallons of cider.

Our ticket agent will "go down in the book" for the cleanliness of his office. He probably caught the cleanliness fever from our own little village, which summer visitors as well as we, consider is one of the finest and cleanest along the line.

'Tis said that one of Track Foreman W. W. Flannigan's workers who drives a Buick has the occasional pleasure of a pleasant companionship. We wonder if it is a g-l.

**A Letter of Thanks**

We shall long remember Conductor "Charlie" Welsh for his kindness to High School students who go from here to Oakland to school every morning and back home at night. Other conductors are kind but we want to mention Conductor "Charlie" particularly.

(Signed)  
One of the students.



**Pittsburgh Division**

Correspondents

E. N. FAIRGRIEVE and MARY E. BREEN

The afternoon and evening of September 25 will linger long in the pleasant memories of nine of our veteran engineers. This day was given over to merry making in honor of Engineers John Clare, J. G. Lloyd, F. B. Appelbe, who are still in active service, and James Morris, James Gallagher, Henry McBurney, J. W. McCurdy, W. R. Lowe and M. C. Lalley, who are now enjoying the benefits of a pension.

At noon the Veterans met at the Odd Fellows' Hall, Hazelwood, and from there were given "a whirl" (unlike the way we referred to Silver Top in the B. V. D. days; don't mistake me, B. V. D. translated means "Before Volstead Decree") around the city to various points of interest.

In the evening after dinner, an entertainment was provided. This consisted of speaking (bringing back memories of the old days), music and that ever favored indoor sport, eats. We enjoyed the program and we have to hand it to the eats, which were fine. The program follows:

America..... Audience  
 "Love Sends a Gift of Roses", Mae Layton  
 "Smilin' Thru," Trombone Solo,

John Sadler  
 Piano Solo..... Jane Heberling  
 Recitation "The Veteran Engineer",

"Bill" Ramsey  
 Address..... James Denison  
 "Good-Bye, Summer"..... Mrs. Davidson

Address..... Jennie Smith  
 Presentation of Gold Metal to Engineer M. Darr

Presentation of Remembrances to Other  
 Veteran Engineers  
 "God Be With You Till We Meet Again"

Audience

The presentation speeches were made by Engineer Irwin, better known as "Sam," and never was there a prouder man on the earth than "Mike" Darr when presented with his gold medal in acknowledgement of the many years he has spent with the Baltimore and Ohio. And true to the words of Engineer Irwin, "never had any man more reason to be proud—he who has achieved a great name in the arts, he who has accrued great wealth; neither of these



The boys from Pittsburgh Freight Station enjoying an outing at "Schmidty's Farm" near Bruceton. Some went by trolley. Others used Clement's "Henry Ford"

has any more reason that Engineer Darr, who has every right in the world to be proud of his service record, of his years of proudering." Of course, "Mike" gave us a little speech and we enjoyed it greatly.

The veteran engineers to whom the evening was devoted, were each presented with a silver handled umbrella engraved with the name of each, with the wish that by them "they would always be protected from the sunshine of Heaven, but not from the sunshine of Life."

Mr. Ramsey's recitation, "The Veteran Engineer," was one of his own composition and was well rendered and well received. At midnight we departed, each with the resolve to live for higher ideals so that when we achieve the age of the veterans thus honored, such honor will await each of us.

The gentleman standing alone with the white carnation in the lapel of his coat is none other than His Honor, J. F. Garbesi, traveling freight agent, General Freight

Office. By the way, "Joe," why the white carnation?

Then too, we present some sluggers: Chief Clerk L. E. C. Roehrig, General Freight Office; Soliciting Freight Agent Dutcher; Trace Clerk Everson and Soliciting Freight Agent Graham. We have never, though, heard of their making any home runs or anything like that.

Now take a look at Engineer Gallagher, who, let us say, went on the pension list on August 1. The young lady we don't know, but the other third is "Handsome Jack" Haverty, whose dancing is divine. If you girls have never danced with him don't miss the next opportunity.

Margaret Baily, Division Accountant's Office, has left the service and gone to Columbia University to study dental nursing. By the time she gets through, we will all be willing to see "Peg" holding 'em down. She's the girl who can do it.

"Sue" Butts, also of that office, has left the service and is now teaching in a private school. To both the girls we extend sincere wishes for success.

Who said Pittsburgh doesn't have beautiful girls? If these aren't living examples, then we eat the hat. They are Misses Boyle, Irwin, Van Horn and Harkins; the gentleman is Mr. Clemens. Both Miss Van Horn and Mr. Clemens have resigned, but they're still old sweethearts of ours.

**Glenwood Back Shop**

Correspondent, FRANCES E. LEEPER

Things look natural in the Master Mechanic's Office since Jane Passmore is back at work. Jane has been absent because of illness for almost two years.

Oh, yes, girls, the reason we don't see "Reike" is that he is working night turn. Cheer up. He always arranges to come on duty early so we all may see him.

Several girls around the Glenwood Offices are going in for "Nite School" to learn cooking, sewing, millinery, etc. Looks suspicious.

There was a mad rush around the office on a Saturday afternoon at three o'clock, when Earl Abbott got off early to catch No. 70 to Uniontown. Come on, Earl, tell us what it all means and who SHE is.

"Kitty" Gettle just arrived home from New York, where she spent her vacation. She says she has made all her dresses longer

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to conform with styles as seen on Broadway. Go to it, "Kitty," you may as well be dead as out of style.

There is a mystery in the Master Mechanic's Office. "Jim" Kilroy lost his shell-rim glasses. Please find them, "Jim;" those others you wear are not becoming.

Frank Jarowski, Stores Department, has heavier work on his mind now than boxing. He is acting as secretary to the district store-keeper. It must agree with him all right, for he still retains his pleasant smile.

J. R. Smith, Pipe Shop, was recently transferred from night turn to day turn. No wonder he is always smiling for he has lost a good bit of time with a certain little girl in this town.

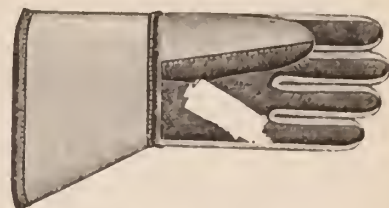
"Jack" Hiller and C. P. Smith, Stores Department, have joined a sort of "good time" club. The first thing on the program is a swimming party. Wish you all success, boys; you know what you need.

Elizabeth O'Shea, Superintendent of Shops Office, has been assigned position of bill writer on the M. C. B. desk. Be careful, Elizabeth; you know Iva Harrington was wowed and won over that desk.

**Pittsburgh Freight Station**

Correspondent, ELMER H. STOLTZ  
Secretary to Terminal Agent

We are all back from our vacations, feeling fine. While away, some got sun-burned, some married and some have secured other positions in the employ of the Company. Miss Emeline McKie, posting clerk, assumes the position of assistant agent, Claysville, Pa. Miss Jane Smith is stenographer to Chief Clerk George Hopper, this station. Mr. Hopper was promoted to the position of chief clerk at Pittsburgh, vice M. A. Greenwood. Mr. Hopper has been in the service of the Baltimore and Ohio for 25 years. Mrs. Erda E. Imunson is now matron at Pittsburgh Freight Station, vice Mrs. Marie Moore, who has been retired on pension.



**GLOVES**  
**DIRECT TO YOU**

**LEATHER FACED SPLIT COWHIDE PALM AND THUMB**

<b>GAUNTLET</b>		<b>BLUE WRIST</b>	
No. 130		No. 160	
<b>3 Pairs</b>	<b>\$ .80</b>	<b>3 Pairs</b>	<b>\$ .80</b>
<b>6 "</b>	<b>1.55</b>	<b>6 "</b>	<b>1.55</b>
<b>12 "</b>	<b>3.00</b>	<b>12 "</b>	<b>3.00</b>

ADD POSTAGE TWO CENTS PER PAIR

**EXTRA-HEAVY PLAIN CANTON FLANNEL GLOVES**

<b>GAUNTLET</b>		<b>BLUE WRIST</b>	
No. 40		No. 10	
<b>3 Pairs</b>	<b>\$ .50</b>	<b>3 Pairs</b>	<b>\$ .48</b>
<b>6 "</b>	<b>.97</b>	<b>6 "</b>	<b>.95</b>
<b>12 "</b>	<b>1.90</b>	<b>12 "</b>	<b>1.85</b>

ADD POSTAGE ONE CENT PER PAIR

**PEOPLES GLOVE CO.**

P. O. BOX 14  
DECATUR, - - ILL.



**PITTSBURGH PALS**

Top picture: Misses Shields, Boyle, Irwin, Van Horn, Harkins and Mr. Clemens. Center Left: A pensioner, a peach and a partner. Center Right: Joe F. Garbesi. Bottom: An ambitious quartet

Please mention our magazine when writing advertisers

One of our employes (not saying how many more), has been captured by "Dan Cupid." Miss Wilmina Weigand evidently strayed too far out in the water. She is now Mrs. LaVelle.

Our claim clerk's stenographer, Miss Cromer, spent her vacation doctoring up a bad cold. We are all glad to see her back with that pleasant smile again. Good-morning, Rachel!

The bowling season has begun, and we are all out to win the trophy which will be presented to the winning team at the end of the season. While our scores are not running so high we are satisfied that within a short while all will be going well. Our little "Aiello" rolled a score at lunch hour of 221. We hope he will have this average at the end of the season. The competition is keen and lots of "pep" is shown by the "rooters," who are pulling hard for the Pittsburgh Freight House teams. The P. G. H.'s have carried off the trophies for the past two seasons.

Timekeeper "Joe" Rausch is back from his vacation after having seen the "Pirates" defeat the "Giants" at New York. His straw hat was missing when he came home!

Office of District Engineer, Pittsburgh, Pa.  
Correspondent, J. M. WHELAN

Your correspondent seems to have stirred up somewhat of an argument in referring to the absence of "that little game." The family has returned and generally there seems to be no impossible objection from that source, but the boys just don't seem to be able to get together on the date. It seems to be quite clear in E.'s mind that



the gang was invited while Mrs. E. was away, but for some reason they did not arrive. However, now that the members of the family are back, the matter is still up in the air. We have it on good authority that the bookkeeping trouble has been straightened out satisfactorily.

This office was favored recently with a visit from the genial D. A. Riley, former field engineer in this department, but now located in the general offices in Baltimore. Glad to see you, D. A. Come again.

We are pleased to announce, somewhat late it is true, that Mr. and Mrs. R. K. Morrison are the proud parents of a young daughter, who has been named Nancy. We extend our heartiest congratulations. Mrs. Morrison will be remembered as Miss Pfendler, a former stenographer in this department.

### Charleston Division

Correspondent, M. W. JONES  
Secretary to Superintendent

"No man is beat till he quits,  
No man is through till he stops,  
No matter how hard failure hits,  
No matter how often he drops.  
A fellow's not down till he lies  
In the dust and refuses to rise.  
Fate may slam him and bang him around  
And batter his frame till he's sore,  
But she never can say that he's downed  
While he bobs up serenely for more.  
A fellow's not dead till he dies,  
Nor beat till no longer he tries."

Several inquiries have been directed to the correspondent asking if the Charleston Division had been washed down the West Forks River. We take this opportunity of answering everyone at one time. It has NOT. However, your correspondent has not had the time to devote to the writing of notes, which they require, and rather than send along "any old thing" he has preferred to drop out until he could spare the time. "Our hat is again in the ring" and we are ready to meet all comers, even the chief dispatcher, when he comes in mad because engine 4268 broke down at Halo, or he only moved 900 loads yesterday instead of 901.



Douglas Riley Fleming, Jr., prize winning grandson of Engineer and Mrs. Harry Fleming, Fairmont, W. Va.



A trio of Charleston Division smiles

Much water has flowed under the bridge since last your correspondent attempted to chronicle the happenings of the Division. As usual, his friends have again forgotten to tell him any of their doings, and so he's got to tell you what he has found out on his own account.

Famous remarks by the girls in the Superintendent's Office recently include the following, which was made by one who soon expects to realize it from her own knowledge. She shall be nameless; "The fellow who forgets to shave at his usual time is certainly reminded of it by the hot weather." "If hubby could as easily remember those things wifey told him to get, tranquility would be furthered in the household."

Allen Bridge, West Virginia. Do you know where it is located? We are told by the office oracle that it is six miles from Weston. Of our personal knowledge we know no. There is, however, a young lady in the office who knows. Labor Day—ah what tales you could tell! On the day before a taxi arrived at the passenger station at exactly 5.01 p. m. all out of breath, having been instructed to be on hand at exactly 5.00 p. m. for a trip to Allen Bridge. However, all's well that ends well, and the taxi got away to the cheers of the assembled office force about 5.05 p. m. all having gone down stairs sharp on the minute, in order to be present at the parting. Some barn dance that was, we'll say. But—the cold grey dawn of the morning after! Happening to be strolling along the street with our family after the day's work was done, along about 6.00 p. m., we saw the return. Details? Oh yes, there are plenty of them, but—the poor girl on her return trip met about every one she knew in the town of Weston, and that's some bunch, so—if you want to know the story, apply at the office. Even the bosses saw the scene. How she did blush, too!

"Strike a brisk gait or you'll get the gate."

One day recently Miss Dovie Justus, of Superintendent's Office started a week's vacation. Ever hear of Halo, West Virginia? Somewhere on the Gauley Line of the Charleston Division, so they say. Never been there personally, but she has. Arriving on Train 62 at somewhere about noon,

the friends failed to show up. A country road—mud—rain—dirt—but she's a perfect lady, and so her remarks were very gentle. However, she does deserve a "Halo" for her temerity.

\*\*If you want a friend—BE ONE.\*\*  
—Emerson.

There's an old saying that the "Early bird catches the worm." Even so, 'tis true. One who comes down to the office early is liable to hear an interesting few moments of chatter before the clock strikes 8.00. Recently, having arrived as "an early bird," we heard the following dialogue in the Superintendent's Office:

Miss J.—I have a beau like yours, he doesn't go with any other girl.

Miss M.—Oh—I have had the other kind—he comes around getting me all excited, thinking my time has come AT LAST, and then he does the same thing with another girl.

Miss J.—But—you didn't keep him very long, did you?

Miss M.—No—the other girl always got him.

Take warning girls and boys. Stick to one. You see what they say about you when you're not listening. It is hoped that the MAGAZINE for this month won't come to the eyes of certain young men in Weston. If it does—we won't return from our vacation for a year. Being a member of the Safety Committee, we are strong believers in SAFETY FIRST.

Our sympathy is extended to Trainmaster Deegan, who has been confined to the hospital in Clarksburg for the past two weeks, due to an injury to his shin, which he "barked" against the blunt end of a rail in the dark. He expects to be out in a few days.

From the far west—yea even as far as Chillicothe, there appeared about a year ago Miss Helen Byerley, to lighten our burdens. After remaining with us one year as secretary to the assistant superintendent at Gassaway, she has resigned to return home, much to our sorrow. We extend our best wishes to her for every possible success in her new work, whether it be of a domestic or business nature.



"Never forget a kindness. Loyalty and gratitude constitute about all that's worth while in this life."

Did you ever have occasion to ride in cafe car 1055 on the Elk Line? It's a pleasure to eat a meal in it. Steward C. R. Holshouser certainly knows how to make you feel at home, and much credit is due to him for the good name the service is getting through his efforts. Many travelling men speak very highly of the treatment they receive on car 1055, and it's a pleasure to us to record it.

We have not very much for our art gallery this month, but we present a photo of Miss Madeline Hayden, stenographer to the chief clerk (center) with two more of our Weston beauties: Miss Fleda Feagans, file clerk, on her right, and Miss Gladys Tivey, passing report artist, on her left.

"It's going to take more than a generation to eliminate all the grade crossings in the country, and even then neither city nor country roads will be fool proof. Why not try to impress on your friends who own autos the necessity of the use of a little caution in the meantime?"

### Connellsville Division

Correspondent, C. E. REYNOLDS  
Office of Trainmaster

Chief Yard Clerk J. L. Marsteller, Connellsville, got a Paige Roadster and left on his two weeks' vacation touring through Virginia, visiting friends and relatives; he will also visit in North Carolina during this trip. Go to it, "Jimmy," and have a joyous time.

L. N. Cage, assistant chief yard clerk, Connellsville, has returned from his two weeks' vacation, one week of which was spent along the Potomac River, below Brunswick, with the members of the Saw-Buck Camp. "Lou" says the fishing was fine. The second week was spent in New York City. D. F. Hurley, general yardmaster, Connellsville, has returned from his vacation which was spent in Detroit and other points of interest in the west. C. L. McDonald, yardmaster, Connellsville, has also returned from his vacation, which was spent in Washington and New York City.

James McClure, the efficient messenger boy, General Yard Master's Office, has been transferred to position of yard clerk. We regret to lose "Jimmy" as a messenger; however, we are glad to see him advancing and know that he will do well in his new position.

I. H. Keyser, switchtender, Greene Jct., has left to take in the doings at the Great Hagerstown Fair. He will also visit for a short time with his folks at Ingram, Va.

I. S. Beal left last week for a visit with friends at El Paso, Texas. He expects to be gone for about 30 days.

A new arrival made its appearance at the Swann residence in Wheeler, Connellsville's beautiful suburban residential district. The little fellow was named after his father—Robert "Duckie" Swann, Jr., yard clerk at Connellsville. Congratulations!

W. E. Boyland, assistant trainmaster, Cumberland, has returned from his vacation which was spent at Berkley Springs, W. Va. Your percentage should go better than 100 now "WEB."

Ralph W. McCormick, Stores Department, Connellsville, has resigned and is going to Tampa, Fla. to reside. Mr. McCormick served as acting postmaster during the first year of the Harding Admin-

istration. "Rusty," you have been with us a long time and we are sorry to see you go, but we wish you luck in your new field of work.

J. W. Thornton, train dispatcher, Connellsville, has returned from his vacation in Baltimore, Washington and Norfolk. "Jawn" says he had a good time. William Amcy, our efficient division freight claim representative, has returned from his vacation which was spent in Washington, Philadelphia and Atlantic City. Yes, sorry to say, he slipped on the boardwalk and sprained his ankle. Train Dispatcher and Mrs. H. B. Pigman have returned from a two weeks' sojourn in Atlantic City. General Yardmaster and Mrs. C. B. Speicher, Johnstown, have returned from a vacation of one month spent on the Pacific Coast. They covered about 7000 miles on the trip. Bert reports that the foreign railroads have nothing on the Baltimore and Ohio, and that for good eats the Baltimore and Ohio dining car service is unequalled by any line.

Let's all pull together now and make our Railroad better than 100 per cent.

### Wheeling Division

Correspondent, MARIE SLATTERICK

Strangers around Wheeling Station may be surprised to hear a certain young man addressed with such terms of endearment as: "Here, Love, yes, love, just a minute, Lovey." Fooled again!! We were only talking to John Bushnell Love, the new messenger.

Charles McConkey, former messenger, has accepted position of office boy in the Division Accountant's Office. You can't keep a good man down, "Mac."

E. J. Cornett, formerly office boy, Division Accountant's Office, has accepted a position at Holloway.

The friends of John Wise, formerly of Baltimore, will be interested to learn of his transfer to Wheeling, Engineering Corps, Division Engineer's Office.

Cupid has done it again! The Car Record Office was minus an A-1 clerk when Hazel Mason became the bride of Mr. Harry Ellery, of Pittsburgh, on October 18. We certainly approve of Mr. Ellery's taste, although we do hate to lose Hazel. Good wishes and congratulations!

Signal Supervisor A. J. Penrod is off duty because of a siege of lumbago. We miss his smiling face and good humor and hope he'll be on the scene soon again, for "Uncle Ad" never fails to cheer.

Stella Barkley, formerly of Benwood Yard, has accepted the position in the Car Record Office, vice Miss Hazel Mason.

Miss Olive Eskey, Division Engineer's Office, spent her vacation at Weston, W. Va. She made a big hit in that city. Weston is an awfully nice place, according to Olive.

Month after month we have tried to get something on Supervisor "Jake" Wintermoyer, but seems like the only thing he does to be written up is the way he rides his "Yellow Calliac" (motor car) to death. However, we did hear that he ran over a chicken the other day. A feathered one, of course!

The picture on next page is of Track Foreman William Furgeson, Section 16, Glen Easton, W. Va. Mr. Furgeson was born November 22, 1853. He started to work for the Company as water boy in 1867 and was promoted to foreman in January,

1874. On being transferred to the Pittsburgh Division in 1904 he worked there eleven months, after which he returned to Glen Easton where he has been ever since. Mr. Furgeson is to be congratulated on the good health which his picture in lies. This, however, might be due to his still being a bachelor. Who knows?

Baltimore and Ohio employees and officials join in offering their sincerest sympathy to Mrs. Freis, whose husband, Supervisor Silas Freis, died as the result of a motor car accident. Mr. Freis was sitting on front end of a carpenter gang's motor car, en route to Cox Landing, W. Va. It is thought that in turning around he lost his balance and fell off, for the motor car was not making more than twelve miles per hour. Mr. Freis sustained a broken arm, badly bruised leg, a gash in his head and numerous internal injuries. He was rushed to the Kessler-Hutfield Hospital at Huntington. The accident occurred about 3.50 p. m. on September 6 and Mr. Freis died at 4.50 a. m. on September 7. Always solicitous of others, his last words were to inquire if anyone was hurt. Mr. Freis came to the Wheeling Division on January 1 this year, and though here but a short time, he was loved by all. His officers especially had learned to know him and appreciate him as a man, a hard worker and one who was thoroughly reliable in every way. His resting place is in a little cemetery in a clearing on the side of a wooded hill about one mile from the quiet village of St. Louisville, Ohio.

It was with sincere regret and deep sympathy that we learned of the death of G. L. Webner, operator at Glover Gap, W. Va. Mr. Webner was employed in the Tele-

## Guaranteed GENUINE LEATHER

### 7-Window Pass Case, Card Case and Bill Fold

Will show 7 regular size passes, identification cards, and photos, each under a separate transparent celluloid face protecting it from dirt and wear. Also has gusseted pockets for smaller cards and roomy billfold pocket in back. Railroad men tell me it is the handiest thing they ever saw. Over 20,000 of them now being carried.



## 23K Gold Engraving FREE!

Your name and address (3 lines) and your emblem or insignia (order, brotherhood, lodge—I have them all) engraved in 23K gold absolutely free. This work alone is worth \$1.50 of anybody's money. Case is beautifully made of fine black seal grain genuine leather. Strongly sewed, neat and convenient. Size, 3 1/2 x 1 1/2 inches closed.

## Send No Money

Don't send me a single penny in advance. Just send your name and address on the coupon below with the emblem or insignia you want. I will send you this wonderful pass case at once, and when the postman delivers it to you, when you actually have the goods, pay him only \$1.00 and postage. I positively guarantee that if you don't think it is the best buy you ever made, you may return it and I will return to you my money immediately. I have been in this business for over 10 years. You take no risk. Send coupon now.

Halvorsen, The Pass Case Man  
 Dept. 4018      Masonic Temple, Chicago, Ill.  
 You may send me your genuine leather 7-Window Pass Case with my name, city, state and emblem engraved in 23K gold. I will pay the postman only \$1.00 and postage when he delivers it. If I am not entirely satisfied with the case, I will return it and you will refund my money at once. I take no risk.  
 Emblem.....  
 Name.....  
 Address.....  
 City..... State.....  
 Be sure to print name, etc. clearly



graph Department for a number of years. He died at the age of 42. He entered the employ of the Baltimore and Ohio on February 28, 1907, serving faithfully. With his unflinching humor and his ever ready willingness to extend a helping hand to others, he made and gained many friends. During his years of employment his life was one of true service. After a short illness he died on July 28. He is survived by his widow and five children.

The many friends of Earl Tribbett, yard brakeman, Benwood, were surprised to learn of his marriage on August 21 to Miss Bernadine Tooper, McMechen, who, before her marriage was a clerk in Benwood Yard. Congratulations, folks!

We offer our sincere sympathy to Carpenter Foreman J. W. Chaplin whose mother died on August 18.

Miss Rose Jacobucci, Superintendent's Office, returned from a four weeks' vacation, most of which was spent in a hospital. Glad to see you back, Rose!

N. K. Harrison, Maintenance of Way clerk, Division Accountant's Office, and erstwhile champion amateur heavyweight of Ohio County, has spent all his hard-earned (?) pennies and bought an Overland. We hope he will not be as stingy as some other car owners 'round about. "King" is known for his good nature and kind-heartedness.

#### Ohio River Sub-Division

Correspondent, CHARLOTTE MARLOWE

J. Gardner Duncan, our popular rate clerk, who has been on the verge of despondency for the past few months on account of the duplicity of a well known traveling freight agent from Pittsburgh, Pa., is now on the road to recovery, he having received an invitation from the lady in question to a dance at Fries Park and also to a house party given by her a few days later. It is hoped he will now have plain sailing in his suit, as the above mentioned agent is no longer dangerous.

Miss Margie Lasure, revision clerk, Agent's Office, is wearing an honest-to-goodness sparkler. Margie's bashful and hasn't told us anything but the Freight House bunch consulted an oracle and this



Track Foreman William Ferguson

wiseacre told them it is an assured fact but the exact date hasn't been set.

Cashier C. C. Phillips, 4th Street Freight House, journeyed to Atlantic City on September 15 along with some 40,000 other Shriners to attend the ceremonial given by Crescent Temple AAONMS and to take his annual bath. "Phil" says he didn't need it but had to take it before the water got cold.

C. M. Whittier, poet and O. S. & D. clerk, spent his vacation with his sister at her home in Attica, Ind. "Whit" makes this trip annually. Come along with some poems for the MAGAZINE, C. M.; live up to your name.

Walker Hamilton, post and balance clerk, with all his other accomplishments, is a fruit grower of enviable reputation. He lives in the Township of Belpre, just across the Beautiful O-h-i-o, and there, after he loafs around the office whiling away his eight hours, he can be seen chasing the bugs and other pesky things out of his peach trees. This bird eats three husky meals per day but his poor jaws have to do a lot of overtime as he constantly stores away this luscious fruit all during the hours between his regular feeding times. How do you do it, Kid, and keep your manly shape?

Bright sayings by some of our witty ones:

Jimmy Durkin: "Holy Smoke."

Billy Duff: "How's that?"

Virginia Tredway: "Number some tickets, Dunc."

Fred Christmyer: "Huh."

E. N. Skaggs: "They gotta respect my seniority."

Gardner Duncan: "Well, for the love of Mike."

J. K. Cromley: "Don't you dare put anything in that MAGAZINE about me. It you do I'll calfhead you." Whad'dye mean, calfhead? You almost frighten us, "Joe."

J. K. Cromley: (again) "Hesh up."

Miss Mary Ethel Owens, stenographer to trainmaster, spent all her savings, mortgaged her life insurance, and bought one of Henry's cars—a sedan. Mary Ethel likes to ride in the country and just recently the farmers in the vicinity of Parkersburg reported the loss of watermelons, roastin' ears, etc.

Johnny Maloney, cash clerk, has also invested in a Ford coupe. This speed fiend has it all over Barney Oldfield, telephoning his mother to have his eats ready by the time he gets home, and arriving there before she has had time to hang up the receiver.

June Taylor Gardner, stenographer to storekeeper, Parkersburg, got tired of just speeding, and one evening when the writer was with her, tried to make her racer climb a telephone pole. Said racer refused, but just for fun knocked the telephone pole down. June said she couldn't understand why the car wouldn't do what she wanted it to do. It is a trained animal, but even so it was made for ground work. Why not an airplane, June?

E. J. Peters, general clerk to master mechanic, has started to grow a cactus under his nose. He is keeping it well fertilized and has high hopes. You are really handsomer without it, "Pete."

Belle Caldwell and Mary Keenan slipped their future meal tickets some very flimsy excuses and stole away on the boat excursion given by the Masons. They indulged in a big time, spending the early part of the evening getting acquainted with the crowd and later shaking a wicked foot until the whole orchestra fainted from exhaustion. Girls, girls!!!



Marie Slatterick and "Red" Anthony Heinmiller, "On a Sunday Afternoon"

To Whom It May Concern:

This is to certify that Adam Loebig is a regular candy and fruit fiend; that he has the scent of a bloodhound, and that if you have any such it would be wise to keep it under lock and key.

Witnesses: Ignatz Signed: E. W. Miller.  
Krazy Kat.

The kids on Upper Market Street all have it in for "Bud" Beck. "Bud" is one of our speedy billing clerks and we all thought until recently that he was just about like the rest of us, but we are forced to acknowledge that he is not just an ordinary individual, but a financier, a man of parts. One afternoon about a week ago "Bud" pleaded sickness; and, as is the custom, was permitted to go home—and, as we supposed, to bed. But such was not the case. It later developed that he had a date with a bunch of kids ranging from five to nine years of age to play marbles in the alley back of "Mike" Shedan's store. "Bud" fleeced these innocents of all their stonies and then persuaded them to play for money. The small urchins pooled their spending money, to wit, 20 cents, and, needless to say, "Bud" got that. He is now telling on the q. t. that he made more that afternoon than if he had stayed at the office and punished the typewriter.

"Ed" Oliver, fashionable chief clerk to the division freight agent, got caught the other day in a heavy rain which took the nice new crease out of his trousers. One of the local pressers put them back in shape and Eddie painfully parted with 50 cents.

Maude Moore recently joined the bobbed beauties. It really looks very cute, Maudie.

At the annual picnic of the I. O. O. F. held at the City Park this fall, Tommy Ball, time and tonnage clerk, was awarded a prize for being the ugliest Odd Fellow in Wood County, the judges being three women. This was quite a shock to "Tom," who has always been a devil with the ladies, but he has recovered sufficiently to be at his desk again, where he is turning out his usual good work.

Miss Charlotte Marlowe, stenographer to the agent, was much given to "traveling" last summer, having visited Atlantic City, Philadelphia, Niagara Falls, and other eastern cities.



George McDiffitt, carding clerk, does a lot of fancy diving nightly at the Belpre Bathing Beach, for the edification of all lookers on. He is a regular water nymph, handling himself about as gracefully as a Johnboat.

F. B. Stocking and Chas. O'Brien, baseball bugs, are wondering what they are going to do on Sunday afternoons when the baseball season closes. Their wives suggest that they might stay at home occasionally or go some place with them.

### Western Lines Cincinnati Terminals

Correspondent, JOSEPH BEEL

Extract taken from Los Angeles Bugler, September 24, 1922: Registered at the Ambassador today is James L. Flanagan and wife from Cincinnati, Ohio. Our special interviewer was detailed to interview Mr. Flanagan and with some difficulty he succeeded in being granted an interview which lasted five minutes:

Interviewer: Mr. Flanagan, Los Angeles feels highly honored in having within our midst this day such a prominent personage as yourself. I represent the press and I feel confident that the people of Los Angeles would like to hear from you through the press.

Mr. Flanagan: It is needless to say that from the demonstration on my arrival in your city beautiful, I am highly elated and you can say to the people of Los Angeles that it is my esteemed pleasure to be in your city for a fortnight or so.

Interviewer: Mr. Flanagan, as chief yard clerk at Cincinnati on the Baltimore and Ohio Railroad, do you think that the railroad difficulties of the past will continue?

Mr. Flanagan: It has been three years since I have taken a vacation and while I am at rest I do not care to discuss matters pertaining to business; pleasure and recreation I am seeking at this time. The interview is closed.

There was a rendezvous in town,  
That gained for some folk great renown,  
Here they played the Sport of Kings,  
Craps, and many other things.

Fortune hunters sought the place,  
And many left with saddened face,  
Yet, not on all did fortune frown,  
For two we know have gained renown.

Shindler and Davis from Stock Yards  
came—  
They played for luck—They bucked the  
game;

But luck seemed but a loss of time—  
For in their jeans they'd ne'er a dime.

Says Shindler to Mose: "Stake me a ten,  
I'll make a cleaning, and then,  
I'll buy matzo and good things for you,"  
"Not on your life," said the little Jew.

So without Shindler, Davis went,  
Luck favored him; he was content—  
Two hundred or more—The amount of  
"tin—"

With Schindler outside, looking in.

Now Shindler wears a worried frown,  
And the rendezvous is o'er in town.  
But Davis is wearing good clothes galore,  
And swears he won't play any more.

A-rat-a-tat-tat on the old office stairs,  
And up pops a head nigh shorn of its hairs,  
For where 'ere this day had been tresses  
quite long,  
The most part of these have quite vanished  
and gone.

The beautiful coiffure is a thing of the past.  
Though the present effect we sure hope will  
last,

For Grace is a person whom we all do know,  
Wears short hair much better than that  
which doth flow.

We are glad to see A. R. Hunter, clerk to  
division engineer, back on the job again  
after a serious attack of pneumonia. Mr.  
Hunter has only been with us five months,  
having been transferred from Jenkins, Ky.

Irwin Heim, rate clerk at 2nd and Smith  
Street Station, is the proud owner of a new  
Mitchell and is enjoying trips  
through the surrounding country.

Howard Martin recently made a  
trip to Dayton, Ohio, with the  
Official Board of the College Hill  
Church, where the conference was  
in session to select a minister for  
the coming year.

L. A. Cordie, agent, Cincinnati,  
has a new Buick. Best wishes for  
many hours of pleasure.

On October 7, Fred Grannemen,  
bookkeeper, Accounting Department,  
2nd and Smith Streets, led  
to the altar Miss Ruth A. Groskort,  
one of the most beautiful young  
ladies of Covington. The ceremony  
was performed in the Methodist  
Church. After the festivities were  
over, Mr. and Mrs. Grannemen left  
for Miami, Fla., to spend their  
honeymoon. On their return they  
will take up their abode with the  
bride's parents. Best wishes for a  
long and prosperous life!

Carl Sturm, claim clerk, 2nd and  
Smith Street Station, was quietly  
married on September 30, to Miss  
Myrtle Riley, Bellevue, Ky. Their  
honeymoon was passed at Cleveland  
and Buffalo. Best wishes from all  
the clerks!

By H. H., Superintendent's Office

There is a young lady  
We all know quite well,  
Who is melting away,  
Just why none can tell.

Each day she appears,  
With a pound or two less,  
And to see her this way,  
Drives us mad we confess.

Some time in the future,  
Not so far off, it seems,  
This lady will surely  
Just fade into dreams.

Or else soon hereafter,  
As a mist drifts us by,  
We will say to each other,  
"There's our Sue" and just cry.

### Freight Traffic Department Southwest Region

Correspondent, E. H. GARDNER  
Assistants,  
C. C. TROY and C. A. BOYD

We are glad to say that employes  
of our department are taking advantage  
of every opportunity to assist the  
Passenger Department in securing  
passenger traffic. Those who have  
been particularly successful in this  
respect are A. S. Tullis, C. W. Lally,  
B. L. Harris, A. H. Reed, G. T. Barriek,  
C. A. Her and C. E. Hall. It is prob-  
able that the assistance of other  
employes of this department  
resulted in increased passenger

revenue to our Company, but we have not  
their names.

Howard Reed, secretary to the Lillies of  
the Valley Troop of Newport Girl Scouts,  
will assume the roll of "Heavy" in an  
operetta to be played by the entire troupe.  
The play will be "put on" about the first  
week in December, and will be attended by  
all the employes of the General and Dis-  
trict Freight Offices and Freight Tariff  
Bureau, as the guests of Mr. Reed, entirely  
at his expense. If you haven't the details,  
Howard will be glad to supply them.  
HURRAH!

## Let DIAMONDS say Merry Xmas



642 AD—18" Pearls, Diamond Clasp. \$14.50



643 AD—Pre-  
mierdiamond  
Ring. \$95.00



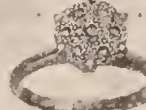
644 AD—En-  
graved. Dia-  
mond \$37.50



645 AD Hexa-  
gon diamond  
Ring. \$55.00



651 AD—Plat-  
inum Dia-  
Ring. \$118.50



649 AD—Pre-  
mier Cluster.  
7 dia., \$73.50



653 AD—W.  
G. Cluster.  
Dia., \$59.50



652 AD—14kt. Wh Gold  
15-jwl. Wrist Watch  
\$33.65



654 AD—Blue-  
white. Dia. Rg.,  
\$110.00



647 AD—Bel-  
cherDia. Ring.  
\$80.00

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Bob, Dick and Frances, children of Roundhouse Foreman Frank R. Doyle, Massillon

When it comes to singing the "Latoria Blues" you have to hand it to "Johnny" Maxwell, "Charlie" Boyd, "Jack" Wayman and "Charley" Lally. They are "way out there" with the harmony stuff.

Urban Menke, junior member of the Tariff Bureau, brother of the famous "Horseshoe Lou," Beau Brummel, "Dansanter extraordinary," and what-not, had a date the other night with no one other than Edith. A good time was had by all.

The offer of the Management to award \$100.00 to the employe submitting the best idea for a trade-mark should certainly result in a number of ideas being sent in by members of this department. Get busy, boys and girls, and see if one of us can win, not only the monetary prize, but the honor that goes with the award. Full particulars as to the rules of the contest were carried in the September issue of our MAGAZINE.

Announcement of the death on September 21 of Charles Ingels, former assistant tariff compiler, after an illness lasting several months, came as a shock to every one who knew him. It was reported several days prior to his untimely demise that his condition was favorable, and that he was showing improvement. Therefore the announcement occasioned both surprise and deep sorrow.

By his quiet and unassuming ways Charley gained the friendship of all with whom he came in contact, and his absence will be felt for some time to come. Deepest sympathy is extended to his family.

Our appeal for photographs has had no effect. Wasamatter? Don't *knwobody* take no pictures????

### Akron Division

Correspondent, J. A. JACKSON  
Massillon, Ohio

Correspondent, W. E. Brugh

Miss Ethel Donahue, clerk, Freight House, has returned from her vacation. Miss Grace Wock filled the vacancy during her absence.

Yardmaster A. H. Brown, Massillon, recently resigned his position, and is now running the first district run at Massillon.

Conductor J. M. Dechant has been acting night yardmaster, Massillon, vice F. C. Bumgarner, assigned to position of acting day yardmaster.

L. W. Myers has resigned his position of yard clerk, Massillon, to accept a position in a local printing office. Good luck to you, "Gov.!"

Arthur Stahl is now filling the position of yard clerk made vacant by the resignation of L. W. Myers. Take it easy, Arthur, you can handle the job.

The employes and officials at Massillon regret to learn of the death of Chester B. Campbell in Cleveland on Oct. 12. Mr. Campbell was our oldest passenger conductor. He entered the service in 1878 and worked between Cleveland and Massillon for many years.

If any of our young ladies want to know how to get a diamond ring, just ask Miss Jennie Eckroad, clerk, Freight House. Very simple, isn't it, Jennie?

The following new brakemen entered our employ at Massillon in October: M. M. Kyle, C. B. Snider, W. E. Robinson, P. S. Flanagan, W. H. Whiting and E. E. Gentzler. Much success is wished for you, boys!

W. L. Phillips, switch tender, M. & C. Junction, was transferred to position of brakeman on September 25.

Engineer W. A. Swihart, who was operated on for appendicitis in September, is rapidly convalescing. Good luck to you, "Swi!"

In the picture we have "Bob," "Dick" and Frances, happy children of Frank R. Doyle, our roundhouse foreman.

Brakeman Paul M. Carpenter has given up passenger service and has returned to freight service at Massillon.

Brakeman and Mrs. H. U. Brugh and son "Bobby" spent a week's vacation visiting relatives at Erie, Pa.

Keep Cars Moving

### Newark Division

Correspondent, B. A. OATMAN

Newark, Ohio, Station

We were grieved to hear of the death of Miss Ida S. Baird, sister of Division Operator E. E. Baird. Her death occurred at Zanesville Hospital on September 21. Burial was at Zanesville on September 23. We extend to Mr. Baird the heartfelt sympathy of our employes.

Yes, it was quite a re-union; we are not really over it yet. On September 18 at 6.00 a. m., a massive whistle, which has served as an alarm clock for Newark and vicinity for many years, blew loud and long, and for the first time for a period of seventy-nine days, the blowing of the whistle at 6.45 and 7.00 o'clock on the same date brought together a bunch of dandy good fellows who had been absent for seventy-nine days because of sickness, leave and otherwise. It was a pleasure to take a walk around the shops and watch the boys greeting each other. Plans are completed for making this a permanent organization on the Newark Division, meeting regularly 365 times each year.

Division officers and dispatchers were agreeably surprised on October 4 when they received a box of fine grape fruit from Operator S. D. Jackson, of Lore City, Ohio. "S. D." sent a line with the box to explain matters and we find that the grape fruit was produced on the plantation owned by Mr. Jackson in the Isle of Pines. Mention was made some time ago through the columns of the MAGAZINE of the fact that Mr. Jackson had purchased land for cultivation but we were really surprised to have the chance to sample such good fruit in so short a time. Some day "S. D." will retire from active railroad work and be king of the Isle of Pines. We are all with you, "S. D." and take this means of thanking you for your kindness and thoughtfulness in sending us the fine sample of your crop.

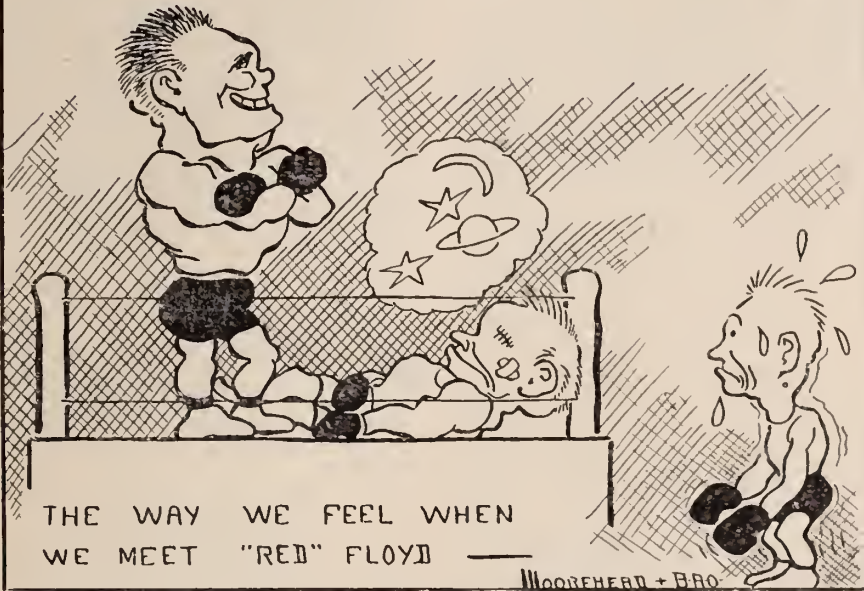
The squirrel club, the membership of which is made up of clerical forces in the Master Mechanic's Office, got away with a good start on the morning of October 11, at four o'clock. After a miserable ramble of eight hours, during which time it rained, they sauntered back to town with a bag of



Douglas Charles, son of Train Rider H. F. Wentz, Mansfield, Ohio



# YOU'RE NEXT!



THE WAY WE FEEL WHEN WE MEET "RED" FLOYD

MOOREHEAD + BRO.

Official dispatch from Newark: We have seen people who like to fight, but that "Red" Floyd doesn't want to do anything else

game far below the allowance of the laws of the state.

On the arrival of one of the party at his home, his wife looked over her husband's bag and exclaimed, "What did you bring these mice home for?" "Hubby" looked up with a sorrowful grin and had to "fess up" that he had brought back fifty per cent. of the trophies won on the chase. The specimens brought home for eating must have been small indeed, but at the offices, by magnifying the catch considerably, the result of the morning's hunt was not so bad.

Here's a picture of Douglas Charles Wentz, nine months old son of Train Rider H. F. Wentz, who has his headquarters at Mansfield, Ohio. Some boy, sure, and he looks just as if he had all the "pep" that his father has. No doubt Douglas will be a Baltimore and Ohio officer of the law when he grows up, and if our prediction proves true we feel sure that Douglas will be a real officer. We are indebted to H. F. Wentz for a cartoon which graced the pages of the Newark Division's section of the September MAGAZINE. The columns are open to "H. F." whenever he has time to prepare another offering.

**A Boy, A Battleship, A Girl and a Horse**

By A. S. WAHL

Yard Clerk, Newark, Ohio

Scene 1—A Country Road.

Time—Dusk.

Characters

Buck Hankinson—The Boy.

Any Body—The Girl.

Chevy—The Battle Ship.

Maud—The Horse.

ACT 1.

Slowly the sun is sinking in the West, Beside him sits the one he loves the best, Old "Chevy" rolls smoothly (?) o'er the road,

Proudly she carries her precious load.

They round a curve at tremendous (?)

speed,

And there in full view stands a steed,

"Buck" puts on the brakes with a tearing crash,

("Oh why with the gas was I so rash?")

His thoughts race back in that moment of fear,

(What had he done to bring death so near?)

The horse rears up, front feet in the air, Comes down on the hood, fair and square.

"Look out, old fool!" he loudly cries, But the poor old horse just gasps and dies, And as the old horse breathes his last, The raging farmer comes rushing past.

"You've killed my horse worth 200 bones!"

His only answer was Hankinson's groans, The rest of this "tail" is too sad for words, For further information—see "Hank."

Columbus, Ohio

Correspondent, R. KENNETT

With regret we announce the accident which befell Operator D. Letherman, Cleveland Avenue, recently. In going downstairs for coal, the banister broke, causing him to fall and sprain his ankle. We are glad to know that he has fully recovered from the accident.

Leverman M. Krumm, N. & W. Crossing, recently spent a two months vacation visiting points in Michigan. Operator C. I. Price, Heath, spent his vacation sight seeing around New York and Washington, D. C. T. M. Broughton spent his vacation visiting Cleveland I, Buffalo and Syracuse.

With regret we announce the illness of Brakeman Frank Wolfe, who has been laid up about thirty days because of an attack of quinsy. From all reports he is improving nicely.

Brakeman H. R. Schultz and Yard Clerk Wurjack attended the Ohio State-Minnesota football game at Minneapolis on October 28. Wonder if they really did get out of the station on this trip.

For bicycles and race horses, see Switch Tender Allen, Fourth Street.

Operator George Ayres, N. & W. Crossing, recently took a week's vacation, spend-

Please mention our magazine when writing advertisers

ing most of his time at Picketon, Ohio. G. Y. M. Decker spent his vacation touring through Indiana, Illinois and Michigan. We are glad to see our old friend Gus Scheffler back on the job after taking a three weeks vacation.

Round House Foreman Van Blaricum was recently called to Medina because of the death of relatives.

Dispatcher Fisher recently took his vacation and while away his home was broken into and a quantity of wearing apparel stolen. Pretty tough with winter coming on.

## Where the Trained Man Wins

"Arrangements have been made with the International Correspondence Schools to conduct their system of instruction among the employes of the Canadian Government Railways, as they have been doing for years among the employes of other railroads throughout the Dominion with great success. Years of observation have convinced the management that the work of the Schools is beneficial to railway employes and the service generally."

—CANADIAN GOVERNMENT RAILWAYS. Circular No. 11.

Whether you are in the engineering, operating, maintenance or clerical departments, your advancement will depend largely on the thoroughness of your training. And whether you are going to be a trained man or not—whether you are going to advance or stand still—is largely a matter for you to decide.

If you really want a better job and are willing to devote a little of your spare time to getting ready, the International Correspondence Schools can help you. More than two hundred and fifty of the railroad systems of the United States and Canada have endorsed the I. C. S. method of instruction and recommended it to their employes.

You're ambitious. You want to get ahead. Then don't turn this page until you have clipped the coupon, marked the line of work you want to follow and mailed it to the I. C. S. for full particulars.

Marking the coupon is simply the act of investigation—in justice to yourself you can't afford to do less—and it doesn't obligate you in the least. Mark the Coupon NOW.

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|   | <input type="checkbox"/> RADIO                     |

Name \_\_\_\_\_  
Present Occupation \_\_\_\_\_ Employed By \_\_\_\_\_ 6-26-22  
Street and No. \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_  
Canadians may send this coupon to International Correspondence Schools Canadian Ltd., Montreal, Canada



We had in our midst recently Engineer "Mack" Senff. He was struck by a street car at Spruce and High Streets some five months ago and is just recovering from the accident.

Operator A. R. Sprague, East Columbus, recently spent a week sight-seeing at Chicago.

We are pleased to announce the wedding of Operator R. C. Hines, Black Lick, to Miss Lucille A. Friend, Columbus, the happy event taking place on September 6.

We are sorry to hear that Conductor C. E. Cowan has caught that dreadful disease "Fliveritis."

For information relative to the large bass in the Ohio fish and game car, ask Yard Clerk McCormick or "Brother" Elliott; they know.

Switch Tender William Hickey has taken a leave of absence and departed for California for the winter.

We extend congratulations to Brakeman and Mrs. Burgeois on the birth of a baby boy on September 27.

Harry Dodds, secretary to Senator Wilfis, Washington, D. C., formerly employed in Cashier's Office, greeted old friends here recently.

Dispatcher H. S. Conley spent a week of his vacation sight-seeing in New York. Night Yard Master L. E. Smith recently took his vacation, spending a few days at Toledo. He says all he did was to work. Operator C. W. Kimbrel, East Columbus, recently spent a week's vacation at "the old home town." Wonder if he saw Marshall Otey Walker and Aunt Sarah Peabody while he was there.

Operator O. A. Finley, East Columbus, injured his leg recently, causing him to be absent from duty for a few days. Passenger Conductor Charles Robuck is back on his run after being absent two weeks because of illness.

#### Marietta, Ohio

Correspondent, G. R. STEEN

September 30 was a great day in the life of our "Ex. and W-B" clerk, Joseph Miller Reed, and the Mrs. (commonly known as "Jiggs and Maggie." On this day they set forth to have their highest ambition realized by going to see the great city of New York. It was a great week of preparation and excitement. Mrs. Reed burned the meat and forgot dinner altogether on one day. As to "Jiggs" himself, well, you have the say of the office force that he was no good all week. This matter can be overlooked because "Jiggs" was born and reared out in the vicinity of Barlow, a place noted for the raising of cattle. Then too, no other young man of his day and age ever made a trip to New York and paid his own expenses.

But to use "Jiggs" word for it, they went out "to paint the Great Me-Trop-o-lus up in great style." They carried with them a list of places and things to do and see that the original New Yorker himself has never seen or heard of, a two-month's job. Yet all had to be crowded into one week. And speaking of clothes, Man, "Jiggs" went over there to set the city afire. He himself looked more like an advertisement for the Mark & Levy stores than the original does. As they say in the movies, "three days have elapsed," and behold who should show up on the first train early on Wednesday morning but "Jiggs and Maggie," looking quite travel-worn and ready for a few day's rest at Barlow. "Jiggs" gives us as their excuse for coming back so soon that

they ran out of the long green; but we have it from good authority that "Maggie" just said, "We are going back to Barlow." So home they came.

House Foreman O. H. Mickle had a fine time on an extended tour to Pittsburgh and other eastern points.

An amusing incident happened the other day to Baggageman Herman Henry. While walking down Putnam Street his attention was attracted to something pretty nice on the other side of the street. It seems that another personage coming from the opposite direction also had his eyes focused on the same object. The result was that they both came together with such force that both were knocked flat on the pavement. Herman, after regaining consciousness, said to his opponent "What the H-I you doing?" to which he replied "Same thing that you are." Moral: watch your step, Herman.

#### Mansfield, Ohio

Correspondent, C. R. STONE

A. R. Bird, popular yard conductor, Mansfield, spent several days hunting the little squirrels. After using enough ammunition to blow up Pier 21, E. R., he brought home a few chesnuts. Amsey, old boy, they must have heard you coming!

Glenn S. Berry, our efficient receiving clerk, Mansfield, recently spent two days in Chicago in connection with "The Lone Scout" and pleasure combined. Glenn's throat was sunburnt from gazing open-mouthed at the tall buildings. Glenn asked someone where Chicago was. He was told that it is somewhere near Sears and Roebuck.

Charles Kauffman, popular checking clerk, Mansfield, spent his vacation with his family at Youngstown. He says that he stored up a good deal of "pep" so as to be ready to dig in when he returns for duty.

C. F. Parks, supervising agent, Newark Division, who was in the city recently, paid us a visit relative to station routine. We are always glad to see Fred. He is a jolly good fellow and always has the interest of the Baltimore and Ohio at heart.

Samuel Kuhn, switchman, Mansfield, has purchased a Ford coupe with which he burns up the roads and all the gasoline at the same time. "Sam" says that she will make any hill look like a togoggan slide. From the noise she makes, we agree with him.

G. F. Sellers, ticket agent, reports that the passenger business is brisk. Many of our patrons are already making plans for holiday trips and week-end house parties.

Just now we are enjoying a business boom that will increase our revenue. Everyone at this station, from the agent down, is making every effort to keep things moving with as little delay as possible. We are glad to report that we are holding our own.

Trainmaster H. F. Wyatt was in the city recently. He told us that the empty cars are getting to be scarce as hen's teeth around Mansfield. This only goes to show that we are on the map.

A number of people have been trying to get ground located on Baltimore and Ohio tracks in order to get switching and storage facilities. There are now applications for these in our Baltimore Office. We predict that Mansfield is going to be a good manufacturing center.

S. T. Bride, our efficient baggageman, enjoyed a well earned vacation at Wash-

ington, D. C. We received a card from him saying that he was at that moment standing by Washington's monument, and because the elevator was not running he would have to climb the stairs and see for himself whether there were any cherries or hatchets at the top that might do for souvenirs. He found out, however, that the scenery is wonderful and that one is well repaid by making the trip on the Baltimore and Ohio.

Yardmaster L. L. Kerr says that the time is coming when the rabbits will be scarce. I suppose "Louie" means that will take place when he returns from his hunting trip. We trust that he will get a few anyway, as he is always generous and generally gives the writer a nice one so that we may have rabbit to grace the table once a year at least. Here's good luck to you, "Lou!"

#### Zanesville, Ohio

In the September issue of the MAGAZINE we published a picture of H. C. Grimm, ticket seller, and of Ticket Agent Jones. Because of a misunderstanding we called Mr. Grimm the ticket agent, and Mr. Jones the station agent. We are glad to be able to correct this error, for which we apologize.

—Associate Editor

#### Chicago Division

Correspondent, F. N. SCHULTZ

#### Willard, Ohio

Correspondent, CARL C. CLUGGISH

We regret to announce the death of Mrs. T. A. Maroney, mother of Caller "Joe" Maroney. Mrs. Maroney had been ailing for some time and her death was due to advanced age.

J. D. Peter's "button-pusher," West Bound hump, has returned to duty after being off for some time because of an injury received while climbing the steps at the hump office.

We are glad to announce the marriage of E. M. Wilson, our popular telegraph lineman, to Miss Rachel Bishop, Willard. The writer happens to be in a position to know that Mr. Wilson has secured an excellent cook.

The meetings of yardmasters and yard clerks are again being held at Willard after being temporarily suspended during the summer.

We have read the notes in the August MAGAZINE contributed by Correspondent G. B. Saumenig, Valuation Department, which were titled "Little bits of lubrication that make the wheels of the machine in the Central Building run smoothly," and found them very interesting. I beg permission to add:

No. 13. When talking over the telephone, always talk in as gruff a voice as possible and be as mean and curt as you can when called upon to give some information. Make the one who does the calling feel that he is under obligations to you for answering the phone. This always puts him in good humor and he feels better satisfied.

No. 14. Always give a new clerk the worst of the deal. Make fun of him when he makes mistakes and try to make him feel as uncomfortable as possible. Forget that you were ever a new employe. It does not count now and you have a perfect right to feel superior to him at all times.

We wonder how many more numbers can be added to the list.

A slight error was made by the correspondent in the August issue in announcing that William Cross had decided to enter



another occupation. William was merely transferred to the shops and has not deserted us entirely.

The baseball season at Willard has ended. The pennant was won by the K. of P. team, while second place went to the Elk team. There were several exciting and interesting games played. The managers of the different teams state that this has been a successful year financially, considering conditions.

The space between tracks 9 and 10 on the Newark Division has been converted into a space for storing material for the M. of W. Department. Much of this material has been transferred from Painesville. At the present there are over 100 cars of material on hand and much more will be stored. This necessarily means the employment of more men and quite a boost for Willard.

The Myrtle Avenue crossing at Willard is going to be paved by the Baltimore and Ohio. This has always been a bad place in the winter and spring months. Sidewalks were laid last year and the proposed asphalt pavement will help present a finished appearance.

### Chicago Terminals

Correspondent, THOMAS H. WILLIAMS

A mystery case has developed in the Terminal that is worthy of the best service of any detective agency. As we have not yet received the details of the case we can only give in brief what we know. The whole case hangs around the many trips which C. R. Briggs, accountant, Master Mechanic's Office, is making to Antioch, Ill. We expect to do a little gumshoeing and report further next month. Watch our next issue.

Among our telephone operators, we have one young lady who claims to have or thinks she has, too much avoidupois. She has been searching all the ads in all the magazines endeavoring to secure the quickest way to reduce without any work. She finally decided on the Wallace Records, and from appearances has been spending considerable time playing them. Then there is another operator who thought about the same as Rose, but who is taking another system, that is roller skating and dancing (mostly dancing), though she states she has on a skate at least once a week.

There is still another one in the same office, known as "Rattle Bones," who is not exactly in the same predicament; she wants to accumulate what the other two lose. She won't let us in on her system but from close observation I think it is working fairly well. Will report further progress of all three next month.

We understand from good authority that "Happy John" Maloney has been buying some more oats for the race horses at Hawthorne.

During the past month Cupid has been doing some sharp-shooting among some of our most prominent employees, especially at the Lincoln Street Terminal. Among those who were united in the bonds of matrimony are Miss Birdie Rosenberg, Master Mechanic's Office, and Kenneth Clough, Machinist; Miss Carey Latshaw, Master Mechanic's Office, and J. F. McCarthy, machinist, Lincoln Street. Best wishes!

Now that the outdoor sports are over and indoor sports have begun, the Terminal has organized a bowling league with the following officers: R. M. Irish, president; H. Levy, secretary; E. A. Mueller, treasurer.

The League is composed of six teams

# GASOLINE

## Think You Can Spell?

Here is a mighty good one for you. How many words can you make? Five, ten, twenty or more? Be the best speller and win a cash prize.

### Win \$100! Try It!

Household Magazine will give a prize of \$100.00 in cash to the person who sends in the largest list of correctly spelled words made out of the word "Gasoline," providing the list is accompanied by 25c to cover a one-year subscription to the Household Magazine. Every person who sends in a list of words with 25c to cover a one-year subscription to our big magazine—whether they win the \$100.00 cash prize or not—will receive a prize. See how many words you can make out of "Gasoline." See if you can be the one to win the \$100.

**THE RULES ARE SIMPLE** Anyone living in the United States may submit an answer, except no answers will be accepted from employees of the Capper Publications, residents of Topeka, or former cash prize winners in any Picture or Word Spelling Clubs conducted by the Capper Publications. Write as plainly as you can. Place your name and complete address at the top of the list. Number the words 1, 2, 3, etc. Make as many words as you can out of "Gasoline." A few of the words you can make are, "gas," "oil," "on," "line," "in," "goal," etc. Do not use more letters in the same word than there are in "Gasoline." Proper names, prefixes, suffixes, obsolete, and foreign words will not be counted. Words spelled alike, but with different meaning will be accepted as one word. Your list will not be accepted in this Spelling Club, unless it is accompanied by 25c to cover a one-year subscription to Household Magazine. In the event of a tie between two or more Club Members, each tying Club Member will receive a prize of the same value in all respects to that tied for. This Spelling Club closes Dec. 23, 1922, and as soon as your list of words with remittance is received, we will acknowledge the order, and the winner will be announced as soon after the closing date as the three judges can determine to the best of their ability who has submitted the largest list of correctly spelled words. Each participant agrees to accept the decision of the judges as final and conclusive. Webster's New International Dictionary will be used as authority.

When sending in your list of words and 25c, be sure to state to whom we are to send our big monthly magazine for one year.

**HOUSEHOLD SPELLING CLUB,**

**Dept. 1723,**

**TOPEKA, KANSAS**

representing the various departments. We roll every Thursday night at 6.00 p. m. and you are cordially invited to come up and look over the stars of our league. We will also introduce you to the ten beauties who have organized two ladies' teams, and bowl at the same time the men do.

Don't forget to send in some news items or a good picture. This means you.

### South Chicago

Correspondent, ESTHER J. SPREENBERG  
Clerk, Storekeeper's Office

Several changes have been made in the office force at South Chicago.

R. M. Shafer, former eastbound clerk, Wolf Lake, has taken a furlough, because of his father's continued illness; James Meyers, who held this position some years ago, is filling the temporary vacancy. In a previous issue, I mentioned the fact that Mr. Shafer had left the service. This was in error, he had only taken a furlough. We trust that Mr. Shafer's health will soon permit his return to the "fold."

Viola Frey, who previously worked in Mr. Altherr's office, is now permanently located in that office as stenographer. Esther Spreenberg has been transferred to Storekeeper's Office, 87th Street, under the supervision of C. H. McCrary.

"Casey" Breszinski, former labor foreman, Stores Department, has been transferred to Lincoln Street under the super-

vision of Storekeeper V. N. Dawson. John Gorney has succeeded him as labor foreman, South Chicago.

### Ohio Division

Correspondent, A. E. ERICH  
Secretary to Superintendent

The best way to advertise "this is a careless engine crew, they are wasting twenty pounds of coal a minute," is to have the pop valve open. Remember and help Save Fuel.

We extend our congratulations to Brake-man E. Z. Taylor, who was married September 25.

Miss Edith Woolfall, stenographer, Division Accountant's Office, will receive an I give prompt attention to all applications appertaining to the City Ordinance with respect to automobile parking. She guarantees to give applicants thorough and explicit instructions which will prevent autos being "tagged." We recommend Edith and can assure the MAGAZINE readers that she is capable of giving these instructions, being a valedictorian in the school of experience, and having graduated on September 23.

In our notes in the last issue of the MAGAZINE we promised to have a photograph of two inmates of the "Love Hospital," who finally, after a brave struggle, succumbed to wounds received from "Old Dan Cupid." They are Mr. and Mrs. (Mildred Curtis)





"DAD" GOFF AND MR. AND MRS. C. C. RUTHERFORD

Harmon Goff is the man who keeps things clean around Union Station offices, Chillicothe. He has been janitor here for four years

C. E. Rutherford, both clerks in the Division Accountant's Office. Here it is. "Rudy" and "Mil" (we can't get used to "Mr. and Mrs." Rutherford) were united in the holy bonds of matrimony on Wednesday evening, September 20. They left the same evening for their honeymoon trip to Cleveland, New York and other Eastern points. Congratulations and best wishes!

Another victim of Cupid's rampage is Charles Botkins, clerk to general car foreman, who on October 5, slipped away to Circleville, Ohio to be married.

of Columbus, Ohio, on a force account basis. It is not known at this time just how much area of the reservoir will be deepened, this depending upon the progress made, which will be chiefly governed by how soon the fall or winter rains set in. It is estimated that by November 15 there will be provided an additional capacity of 5,000,000 gallons.

Yardmaster Barman, Flora, has had added to his family a fine baby girl. Clem immediately took his vacation, but it is thought he surely will pass around the cigars when he returns.

Motive Power Employees and Enginemen Please Notice: Better late than never—so we have decided to call your attention to the fact that with the co-operation on the part of all concerned, during the month of June, 1922 not one engine was dispatched from Flora which ran an engine failure. Now come along, Mr. Machinist, Mr. Boilermaker, and Mr. Engineman; help us at this time, when there is business waiting for us at every turn, so that we can continue this record and make this division the best for safe and suitable power.

The belated vacations are now in full swing. T. J. Mac has done been and Zuke is now on his. There are several others away but we are only mentioning the more important ones, Ahem!

Vague rumors have reached us about Hubert John Himler, alias "Whoopie," and his trips to Chicago and St. Louis, but we seriously doubt the report of his walking along State Street with roasting ears protruding from each pocket. However, "Whoopie" is not without his accomplishments. He is an ardent devotee of the terpsichorean art and on numerous occasions he has rendered the Veiled Dance at various social functions and has always been the recipient of unstinted praise.

The Cincinnati Reds took the Washington Grays in a ten to six game at Woodlawn Park on October 4. The following Baltimore and Ohio employees were in the Gray's lineup. Leo Johnson, William Yeager, Roy Burris, C. E. Killion and John Hill, Car

Department, and Neill McClellan, Locomotive Department. We didn't expect you to beat them, boys, and we congratulate you for having the nerve to face the big leaguers.

It is the opinion of the chief clerk to division engineer that several of the girls in that department are to be married soon.

Mr. and Mrs. C. E. Newhouse have a fine eight pound daughter, Caroline. As soon as she grows a little larger, we are going to send her picture in for the MAGAZINE.

There is a certain "Big Little Girl" in the Master Mechanic's office, who is quite experienced in making hat crowns, luncheon sets, etc., and it seems as though some nice man should recognize her ability before long. It is also rumored that she is drawing plans to build a new house soon. One at a time now, boys!

[Note: Dear Miss Big Little Girl:

The Women's Department of the MAGAZINE would like to hear from you.

—Associate Editor.]

We are glad to report at least the slow improvement of Caller Frank Wright at Flora, who has been confined in the hospital for some time.

#### "A Bird in the Hand is Worth Two in a Tree"

The accompanying picture represents the endeavor of J. H. Frederich, assistant passenger car foreman, Washington shops, to assist his brother-in-law to rescue a pet parrot that had escaped from his cage. As the story is understood, the parrot lit in a fine peach tree, but was out of reach of the rescue party. Rather than lose the valuable parrot, the tree was sacrificed, but as the tree was felled the bird automatically deposited himself on a branch of another tree. Not desiring to spoil the entire orchard for the sake of one parrot, Mr. Frederich secured a rifle, intending to wing the bird and bring him down. Not being a very good marksman, however, the parrot was shot in the head. Mr. Frederich sacrificed a fine peach tree, his brother-in-law a valuable parrot, all account of Mr. Frederich's lack of ability to think to place a ladder against the first tree and grab the bird.

Storekeeper Manford Kitley, Flora, has become a radio "nut," and his home, in



Frederich Gets the Parrot

## ATTENTION!

### RAILROAD MEN

INCLUDING ALL  
BALTIMORE AND OHIO  
EMPLOYEES

DO YOU KNOW that we have the privilege of taking your orders for WATCHES, CHAINS AND CHARMS, on the payment plan?

Your Christmas Purchases can be taken care of in this manner.

**HENN & HAYNES**  
BALTIMORE AND OHIO  
WATCH INSPECTORS  
38 North Paint Street  
CHILLICOTHE, OHIO

#### St. Louis Division

Correspondent, H. F. Smith

In an effort to have a sufficient supply of water to last through the dry months, especially in the summer, work has begun on cleaning out and thereby deepening the reservoir at Flora. This work is being handled by Sturm & Dillard, contractors





ILLINOIS

The Name on the Dial

To You an Assurance of Quality-

To Us an Acceptance of

Responsibility

The

ILLINOIS

WATCH  
COMPANY

Springfield



which he has installed an excellent outfit, has become the rendezvous for the "fans" of the community.

"Dick" McCrisaken, our diminutive M. P. time clerk, went to Indianapolis the other day to purchase a new fall suit. He walked into a large department store, asked the floor walker where he could find a suit for himself. The floorwalker directed him to the "Children's Department."

Carrie Johnson, Accounting Department, has heard the call of "Home Sweet Home" and has taken a two weeks leave to rest up in the old "hum" town. There's not much danger of her being disturbed.

#### Familiar Echoes from the Accounting Department

B-r-r-r-r-ring—Martin talking.  
Can my bureau be off this afternoon?  
Tom, Oh Tom?  
Where's all the Supervision?  
Phillips—have you got that slip figured?  
Any news in the paper today?  
Heh! Shut that door!

Considerable interest is being manifested along the main line in Illinois over the better live stock and poultry campaign which is being carried on. O. K. Quivey, our general agricultural agent, is co-operating with the University of Illinois Extension Service in the development of this idea. Keen competition is on for the cash and educational trip prizes, the final test to be held at Flora on December 19. The three farm practices which have probably done most to make farming profitable in Southern Illinois are poultry, liming and dairying. This fact has been stated repeatedly by the leaders in agricultural development work and on this basis the work at the agricultural bureau has been planned. Accordingly a plan was evolved whereby the railroad agreed to distribute egg settings from registered hens to ten Boy and Girl Club members in each of the 14 counties traversed in this state. This resulted in the formation of 14 Baltimore and Ohio poultry clubs with ten members each. The plan further provided that these club members would have an opportunity of exhibiting their best pen of five birds at a county poultry show. A circuit of 14 county shows was arranged, culminating in the Baltimore and Ohio State Poultry Show at Flora. The winner of the first and second place in each of the county shows is urged to enter his best pen of five at the State Show at Flora, where the winner will be awarded a \$100 scholarship, which can be used for the short course at the University of Illinois, or to defray the expenses of an educational trip over our line to Washington, D. C., the trip to be arranged and conducted by representatives of the Railroad and in company with the club winners from other states. Agricultural Agent P. O. Hurley is in active charge of the campaign and circuit of shows.

#### Toledo Division

Correspondent, EDWARD M. MANNIX  
Roundhouse Clerk  
East Dayton, Ohio

We are now approaching the beautiful season of Thanksgiving, a forerunner for Christmas and New Year. Let us, at this glad season, give thanks to the Great Giver of all, for His many blessings.

We can now sing that glad refrain—"Hail, hail! The gang's all here!" The East Dayton Roundhouse looks spic and span, with its new coat of whitewash and paint, everything in its proper place, everybody smiling and best of all, with renewed confidence and

energy, looking to the future and with prospects never brighter.

Talk about preparedness for 1923! Here is a look-in on the activities of East Dayton. Our master mechanic, A. E. McMillan, with his new Safety Committee ready for business; Captain Russell Cable with his newly re-organized fire department for the three shifts. A new welfare committee under the supervision of General Foreman W. A. Gilmore, and all starting out with a determination to sustain the record so proudly claimed at our point. Fine!

Frank J. McManus, chief clerk to Assistant Superintendent J. W. Kelly, is now a full fledged attorney, having opened a law office in Toledo, Ohio on October 1. It is needless to say that he carries the respect and good wishes of all his Railroad friends as well as of his many acquaintances in his home town. Mr. McManus began his life's work on the Baltimore and Ohio and through his devoted efforts to his work, rose to the highest clerical position in his city.

A pretty wedding was solemnized on October 11 at St. Joseph's Catholic Church. The contracting parties were Arthur M. Kinninger and Miss Helen O'Neil, Master Mechanic's Office. The church was filled with their numerous friends who gathered to shower them with rice, and other tokens of Good Luck and to wish them "Bon Voyage" on their journey through life.

Our road foreman of engines, Messrs. M. P. Hoban, W. B. Kilgore and O. R. Stevans are right on the job, organizing the engineers and firemen in the fuel saving movement. They are determined that the Toledo Division will set a record that will be a criterion for our System. Their monthly bulletin will bring out some surprising facts along the line of Fuel Saving, as they are giving this matter their utmost personal attention.

Remember, men, we are now approaching the season of changeable weather with snow, rain, sleet and ice. The rails and walks will soon become slippery; the handhold and foot-hold on the cars will soon be covered with ice and snow and it behooves us to use precautionary measures to the fullest extent. Dwell seriously on these conditions; use your head for the saving of life and limb. Stop, look and T-H-I-N-K.



The late Mrs. Lucy Proctor

If you do this, you will lessen the chances of endangering your Safety, and set an example that others will follow.

T. B. McGarry has accepted the position of yard correspondent for our MAGAZINE. We predict success for "Mac" right off the reel. He will cover the yard activities fully from a general standpoint, Safety, and welfare, and will head the "Go-Getters" in all matters of interest to the Company and to the men. Success, "Mac!"

A new addition to our clerical forces is that of Edward Regan, Yardmaster's Office. Edward spent his early life on the Baltimore and Ohio, but for the past six years has been conductor on the D. T. & C. Edward is well and favorably known throughout the yards and we bid him welcome.

Our old friends, Charles Lough and Edward Conley, are back on the job. It begins to look like old times around East Dayton again where a greeting is always exchanged, and a kind word always spoken. Here let me quote the words of an old song—which we have all heard:

"Speak it gently ever, as life's weary way you wend

Unto a fallen brother, a sister or a friend,  
And no matter where you wander this motto you'll recall:

A Kind word does the most good—after all."

Hear about that party that "Mike" Kramer gave at North Dayton as pronounced by ye epicureans—the best ever? Sardines, sandwiches and ice cream. Some stuff "Mike," I'll say!

Now then comes James Rhodes with another one of those beautiful, fatherly smiles. "Jim" just can't help it—it's a great big boy about two months old. The cigars are on you, "Jim," El Verso or San Felice, either one.

After several years of close association with the engineers of the Toledo and Wellston Division I have yet to meet the first "knocker" among them. No matter how great the fault of others, they are blind to them, which surely shows a trait of character most worthy of men. It is a pleasure for me to have time to talk to such men as L. T. Tolby, "Pat" Flanagan, John Glynn, James Osman and several others. When I hear such expressions as "The boys are doing fine, Ed.," "Everything running smooth," "Engines getting better every day," as they express it, by golly, it puts new life into a man. That's the kind of stuff that gives us confidence in ourselves, wins the respect of our fellow workers and makes business for the Company.

On October 14 the sad news reached us of the death of Mrs. Lucy Proctor, mother of Machinist Frank Proctor, East Dayton Roundhouse. Her death occurred at his home, where she had been a resident for many years. She bore her sufferings patiently and with the same sweet smile that characterized her womanly life.

"Mother" Proctor, as she was always called, was ever charitable, kind and loving.

Her loving husband, William Proctor, died many years ago. Surviving her are her sons, Wilson, Rolla and Frank, and her daughters, Jennie and Lydia.

Many indeed were the beautiful floral offerings that surrounded her casket. She was buried in the family lot at Greencastle Cemetery beside her loving husband. As the rays of the setting sun shone upon her last resting place, the murmuring leaves seemed to say, "Rest to her ashes, and peace to her soul."

#### Superintendent's Office, Dayton

After being in the service of the Baltimore and Ohio for about eight years,



Superintendent's Office, Miss Margaret O'Connor left us to enter Good Samaritan Hospital at Cincinnati. Margaret left us with this assertion—"I'm not wishing anyone any bad luck but if you get sick, come down and I'll take care of you." We are looking forward to the time when we can refer to Margaret as a first class nurse.

From recent reports which are floating round, it will soon be necessary to have Captain of Police Vesely arrange to put a guard in the building to watch "Lou" Roehm's bicycle. Seems "as how" those tires do go down while "Lou" works but stand up all right the rest of the time.

Stoecklein still thinks he can drive a Dodge, even though "She aint what she used to be."

If anyone knows of a first class, up-to-the-minute stenographer, kindly see L. E. Fenner, as he is looking for one. He or she must be as good looking and as speedy as he last one. Don't forget.

#### Prose, Poetry and Truth

Contributed by A. R. McNAMARA  
Superintendent's Office, Dayton, Ohio

I'd like to be a boy again without a woe or care, with freckles scattered on my face and haysced in my hair. I'd like to rise at 4 o'clock and do a hundred chores, and saw the wood and feed the hogs and lock the stable doors; and herd the hens and watch the bees and take the mules to drink, and teach the turkeys how to swim so that they wouldn't sink; and milk about a hundred cows and bring the wood to burn, and stand out in the sun all day and churn and churn and churn; and wear my brother's cast-off clothes and walk four miles to school, and get a licking every day for breaking some old rule; and then get home again at night and do the chores once more, and milk the cows and feed the hogs and curry mules galore; and then crawl wearily up stairs to seek my little bed and hear dad say: "That worthless boy: He isn't worth his bread!" I'd like to be a boy again—a boy has so much fun. His life is just a round of mirth from rise to set of sun. I guess there's nothing pleasanter than closing stable doors and herding hens and chasing bees and doing evening chores.

#### Division Accountant's Office Dayton, Ohio

Correspondent, GERTIE MAE MCBRIDE

"He has achieved success who has lived well, laughed often, and loved much; who has gained the respect of intelligent men and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem, or a rescued soul; who has never lacked appreciation of earth's beauty or failed to express it; who has always looked for the best in others and given the best he had; whose life was an inspiration; whose memory a benediction."

On my return from Washington, D. C., recently, I saw a young couple on the train whom I sized up as "newly weds." When the conductor came around for the tickets I noticed that they had a Baltimore and Ohio pass, so I got into conversation with them and found them to be Mr. and Mrs. Geo. Harris, Cleveland. I asked them a few questions and they said they had been on a pleasure trip but I determined it was



A model engine built by the boys of The K. & I. T. Shops, Louisville, Ky.

a honeymoon. Finally I was convinced, and Mr. Harris—when he saw from my questions that I was guessing close—made the statement that they had been married about four or five months. I didn't believe it. Am I right, Clevelanders?

On September 29, we were surprised to return at noon and find laid out on the desk of General Clerk H. C. White, a box of the best brand cigars, cigarettes, and a large box of candy. The occasion was the arrival at the home of Mr. White of a baby daughter, weight 7½ pounds and claiming the name of Gwendolyn Ann. Congratulations!

"Eddie" Hartman made a catch the other day—two days later he made another catch—caught a mouse. What are you running, "Eddie," a menagerie? Since that time he has been classed as a gallant by the young ladies around his desk—as "said creatures" have been intimidating "said young ladies."

Time Clerk David E. Snyder and Mary E. Weaver were married on August 19 by the Reverend H. M. Massie, at the Hotel Sinton, Cincinnati. Those present included the bride's mother, and Mrs. Frank Staniel, Dayton, and Mr. and Mrs. Walter Stauss, Cincinnati. Dinner was served at the hotel immediately following the ceremony. "Eddie" and Mrs. Snyder will take their honeymoon later.

Will some of the "Dear Old Dads" please give D. F. Harker a little instruction in the art of quieting the baby when it becomes necessary to walk the floor from two to five a. m. with the little Miss Harker? The floors are getting cold now and somebody ought to have a heart.

The girls in the Division Accounting Office are right up to date when it comes to ear rings—you see red ones, green ones and various other kinds—but when it comes to bobbed hair, nobody has broken the tranquility of the office.

File Clerk Claude A. Buvinger, Superintendent's Office, and Gladys T. Patton, teacher of elocution, were married on September 4. After the wedding they started on their honeymoon to Colorado Springs, Denver and other points of interest in the West. We didn't learn much about it as Claude didn't say much but we did learn that they couldn't go to Pike's Peak on account of "heart trouble." Heartiest congratulations!

Assistant Motive Power Accountant W. E. Fox left us to enter Ohio State University. We are looking forward to the time when we can speak of him as "the Honorable Mr. Fox." Our best wishes for success follow him.

D. Wilson Hammond has entered the service in the Division Accounting Office.

All we have heard so far is "Hasn't he got pretty, rosy cheeks?"

Due to the genius of Donald Harker, the generous information has been given us that Maranville is a small hamlet situated near Redland Field, Cincinnati, Ohio. Anyone desiring further knowledge on this subject will kindly refer to Mr. Harker who now has been promoted to fuel clerk.

We extend to Miss Mary Myers, M. of W. labor distributor, and her family our sincerest sympathy in the death of her father, Henry C. Myers, aged 68, who departed this life on October 1, after a lingering illness of several years. He leaves to mourn his loss Mrs. Myers, three sons and two daughters.

J. E. Fortman was called to Cincinnati because of the death of his mother, Mrs. Lina Fortman, aged 65, who departed this life on September 29, after a brief illness. She leaves to mourn her loss four children. We extend our heartfelt sympathy in the death of this mother, especially to Chief Clerk J. E. Fortman and his brother, William Fortman, who is also a member of the Baltimore and Ohio family at Ivorydale, Ohio.

### Model Switching Engine Made by K. & I. T. Men

By J. L. Sigmon, Industrial Agent

THE above picture is of a model switch engine made by the men in our shops at Louisville last spring. It is made entirely of wood and sheet iron, and is 16 feet long, 4 feet wide and 7 feet high. During the Kentucky State fair this little engine was on exhibition, where it was viewed by approximately 225,000 people. And nearly 225,000 questions were asked about it. Nearly every child who saw it wanted it, and there were at least 25 of them who told their parents that they wanted Santa Claus to bring it to them for Christmas.

#### Load the Cars

A penny saved is a penny earned. A freight car saved by better loading is equivalent to the earnings from one ton of coal hauled half way around the world.

Load the Cars



## Pensioners' Roll of Honor

(Continued from page 41)

I have made good or not, but as we used to say, 'ask Baltimore.' That was 33 years ago.

"I am 70 years old, and it seems as though I am just going away for rest—but how well we know that as we move along the beautiful pathways, they quickly seem to fall away and we never return again.

"I often think of the remark made by my old friend, Z. T. Brantner: 'The old B. and O.! I love the sheen of the rails as they glitter in the moonlight!' And with a heart welling up with pride and gratitude, I repeat this, for when the dew is on our rails, to me they turn to threads of gold.

"In closing my active life, I have no regrets that I cast my lot with the Baltimore and Ohio. For 60 years it has been my asset, and for 47 years I have been drawing interest on my capital invested. I hope to continue doing so, and will, unless some Bolshevik comes along and pulls down the Flag."

### Martin D. Lapham

Marlin D. Lapham, pensioned locomotive watchman, was born near Mentor, Ohio, on December 12, 1849. He attended school in Mentor Township for eight years, and on leaving school he hired out on the Lakes, where he was in both grain and ore service. The boats then in use were sailing vessels, and it took just twice as long to make the trip from Buffalo to Chicago as it does today. Mr. Lapham, besides making this trip on the grain boats, also sailed between Marquette and Cleveland on the ore boats. He found many more hardships in connection with his work than on the modern lake boats. He remembers one trip which took seven days to sail from Buffalo to Cleveland.

Mr. Lapham entered the service of the Baltimore and Ohio on July 31, 1892, as ash-pitman. In 1893, when the Baltimore and Ohio took over the P. & W., Mr. Lapham was made boiler washer; in 1913 he was made engine watchman. He continued in this capacity until June, 1921, when illness made it necessary for him to stop work. Mr. Lapham says:

"I have worked under Foremen E. Freeman, E. Nedro, E. W. Scharndorfer, P. G. Hess, M. E. Iddings and E. F. Creel. I have always tried to give my employers the best that there was in me, and I believe that any of the gentlemen whom I have named will say the same."

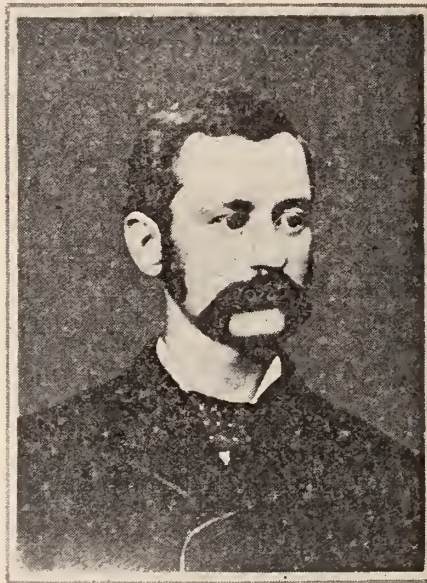
### Samuel S. Marsteller

This picture shows "Sammy" Marsteller as he appeared in 1876, two years after entering the service of the Baltimore and Ohio. Sammy was born at Allentown, Pa., on August 11, 1851 and on November 21, 1874 he began his career with the Baltimore and Ohio as clerk, Connellsville. He worked there under the guidance of "Uncle Jim"

Snyder, who then was chief accountant of departments, handling all the accounts for the old Pittsburgh and Connellsville Divisions. ("Sammy" was originally a telegraph operator, and at this time he was bound from his home to California. He had stopped off to see "Uncle Jim," on a little visit, and it was "Uncle Jim" who induced him to take service with the P. & C.)

About five months later Sammy was promoted to the position of transportation timekeeper, handling time reports and making pay-rolls for all engine and train crews on the P. & C. These were the days when he put in about 18 hours each day in the year. This position he held for about ten years.

In 1884, he acquired a knowledge of stenography and typewriting, and Roadmaster W. T. Manning persuaded Sammy to come with him. This was Sammy's first work in the M. of W. Department. In 1885 the office was moved to Pittsburgh and Sammy went along with it. In 1894 the M. of W. Accounting Department was concentrated at Baltimore under the late Major Johnson, and Sammy, with chief clerks from other divisions, was moved there. In November, 1901 he came back to Connellsville as chief clerk to the division engineer.



Samuel S. Marsteller

When the present system of division accounting was inaugurated, Sammy, still on the job, was placed at the head of the Maintenance of Way Bureau, Division Accountant's Office. This position he held successfully until July 31, this year, when he was retired.

Sammy was and still is one of the many loyal Baltimore and Ohio employes, and his efforts and loyalty have not gone unnoticed. Here we have a shining example of patient industry, well and opportunely rewarded, and it is hoped by his many friends that he will live many years and enjoy his period of retirement.

On August 10, a surprise party was tendered Sammy at his home in Connellsville, at which were present about thirty-five guests. The evening was enjoyably spent, refreshments were served, and a handsome purse was presented to him. The only out of town guest was Assistant Auditor of Disbursements S. W. Hill, Baltimore, Md., through whose personal efforts the special consideration was given to Mr. Marsteller.

## In the Realm of the Riddle

(Continued from page 29)

I am frequently told by fellow employes of the Baltimore and Ohio of the interest they take in this department and the pleasure they derive every month in solving its problems. When I ask why they don't send in their answers the excuse is usually either they forgot until too late or are afraid their answers are not correct and might bring ridicule. This is altogether wrong, as you should encourage the department by sending in your answers no matter whether they are few or many; and, furthermore, no attempt at solving will ever be ridiculed even though the answer be far from the mark. I am continually explaining the whys and wherefores of puzzles to beginners and it would give me pleasure to perform this same service for you if you will only take the trouble to send in your answers and I find that you have gotten the wrong idea. The long, winter evenings are upon us and there will be many times now when you will want something to occupy your leisure and I can assure you you will find nothing more interesting, instructive and beneficial than solving some of these puzzles and building others like them.

## Basic Railroad Books

(Continued from page 42)

Regulation of Railways, Including a Discussion of Government Ownership versus Government Control, Samuel O. Dunn.  
Where and Why Public Ownership has Failed. Trans. fr m the French, Yves Guyot.  
Transportation in Europe, Logan G. McPherson.  
Railroads; Rates and Regulations, Wm. Z. Ripley.

### Railways and Waterways.

Waterways Versus Railways, H. C. Moulton.

### Management.

Railroad Promotion and Capitalization in the United States, F. A. Cleveland and F. W. Powell.

### Operation and Maintenance.

Elements of Railroad Engineering, W. G. Raymond.

### Accounting and Finance.

Railroad Accounting, Wm. E. Hooper.





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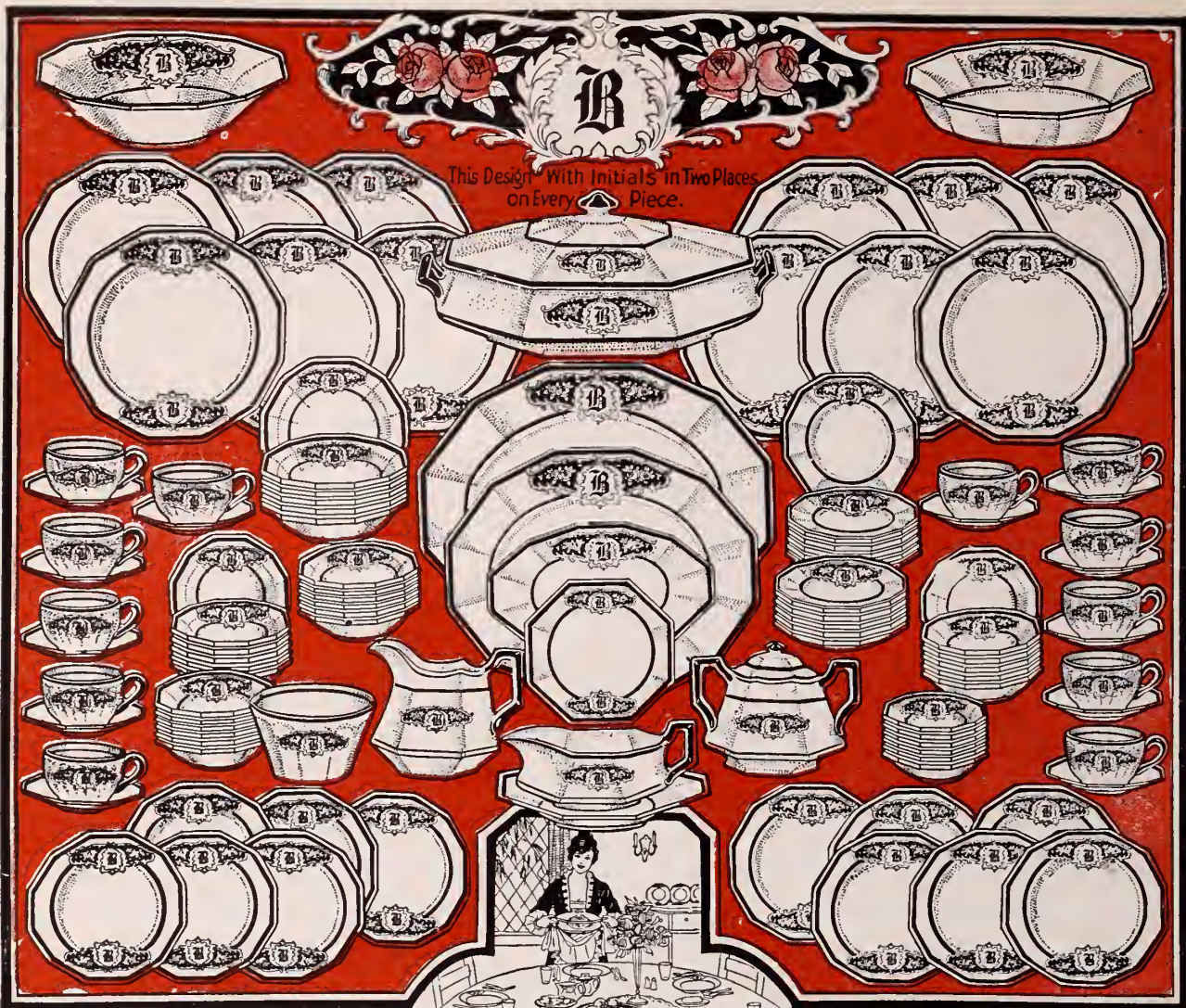
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 12 Cups  
 12 Saucers  
 12 Cereal Dishes, 6 inches  
 12 Fruit Dishes—5 1/2 inches

12 Individual Bread and Butter Plates, 6 1/2 inches  
 1 Platter, 13 1/2 inches  
 1 Platter, 11 1/2 inches  
 1 Celery Dish, 8 1/2 inches

1 Sauce Boat Tray, 7 1/2 inches  
 1 Butter Plate, 6 inches  
 1 Vegetable Dish, 10 1/2 inches with lid (2 pieces)  
 1 Deep Bowl, 8 1/2 inches

1 Oval Baker, 9 inches  
 1 Small Deep Bowl, 5 inches  
 1 Gravy Boat, 7 1/2 inches  
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# Baltimore and Ohio Magazine



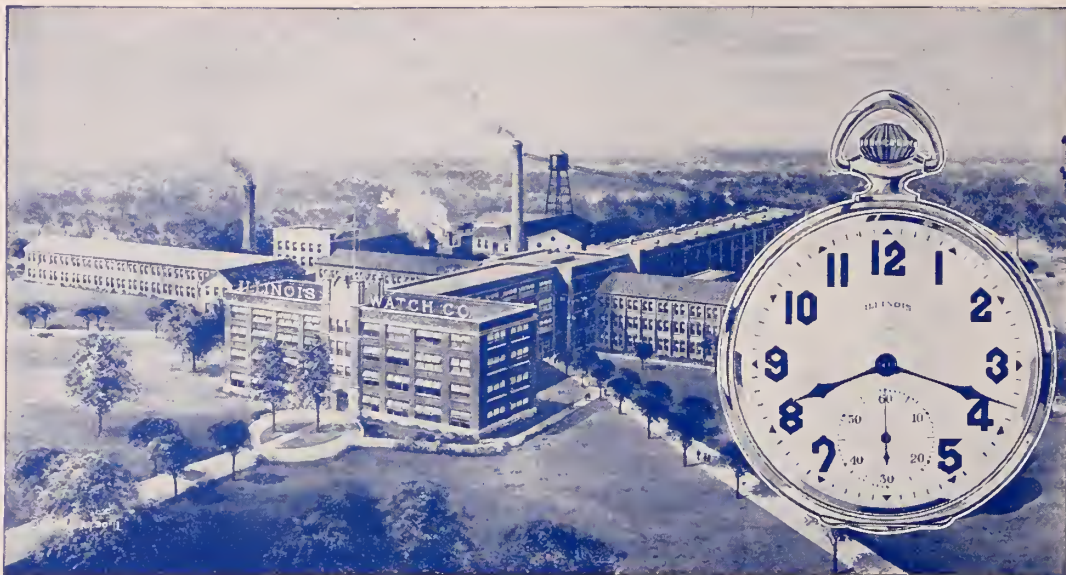
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### The Unkissed Girl

Two bandits were holding up a train; one fellow, a big chap, walks in at one end of the sleeping car, and a little fellow walks in at the other end of the car.

The big fellow says: "Don't be alarmed; we're not going to hurt anybody; we're going to rob the men and we're going to kiss the women."

The little fellow says: "Aw, Jim, we don't want to hurt these women's feelings; all we want here is money."

There was a maiden lady in one of the sections, and she stood up on her feet and said: "You little feller, you shut up and mind your own business; the big feller's robbing this train."

—St. Louis Railway Club

### Out O'Luck

A small girl asked her mother, "If I grow up, will I have a husband like papa?"

"Yes, my dear," mother replied.

"And if I don't get married will I be an old maid like Aunt Susan?"

"Yes," was the reply.

The little girl thought for a minute, put her hands to her head, and said, "Well, I am in a fix."—Argonaut

### Oh! Boy!

Two ladies gay met a boy one day,

His legs were briar scratched;

His clothes were blue, but a nut-brown hue

Marked the place where his pants were patched.

They bubbled with joy at the blue-clad boy

With his spots of nut-brown hue,

"Why didn't you patch with a color to match?"

Come don't be coy, my blue-brown boy,  
Speak out!" and they laughed with glee.

And he blushed rose-red, while he bashfully said:

"That ain't no patch; that's me."

—Railroad Rel Book

### Competitors

Two little English girls were quarreling over the success of their fathers.

"My father can preach better than yours because he is a bishop," said the first.

The second little girl could not answer her back, but she suddenly recovered and said: "Well, anyhow, we've got a hen in our yard which lays an egg every day."

"That's nothing," said the bishop's daughter; "my father lays a corner-stone every week."—The Van Raalte Vanguard

### He Won

A young but exceptionally brilliant professor in a Western college was dismissed from the faculty because of his inordinate betting. The president, interested in his career, secured him a position in an Eastern college. To the president there he wrote: "The young man has a promising future,

# Rich Silk Seal Plush Coat

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Be dressed in the very latest style! Send the coupon below and only \$1 for this handsome black silk plush coat with real fur collar and cuffs, A wonderful bargain; lined throughout with fancy pattern venetian of excellent wearing quality. Shapely collar as well as cuffs are of beautiful dark brown Coney fur, all of fine selected pelts. Can be worn loose back or full-belted all-around with self belt tying in sash effect in front. Sizes 34 to 44. Length, 40 inches. Order by No. F-44. Terms \$1, with coupon, \$4.35 monthly. Total price \$26.95.

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and anything you can do to cure him of betting will be a benefit to society."

The professor went East, and was cordially received. Conversation had proceeded but a few minutes when he said to the president, "I'll bet you seventy-five dollars you have a wart between your shoulder blades."

The president hesitated. "Young man," he said, "I never bet; but just to teach you a lesson I will take you up."

He thereupon proved to the young man's satisfaction that he was in error, and the professor paid the seventy-five.

The president wrote West relating the incident, concluding—"I hope that I have cured him."

The other wrote back: "I fear the case is hopeless. The very day he left here he bet me one hundred dollars that he could make you take off your shirt."—Judge

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# Baltimore and Ohio Magazine

Volume 10

Baltimore, December, 1922

Number 8

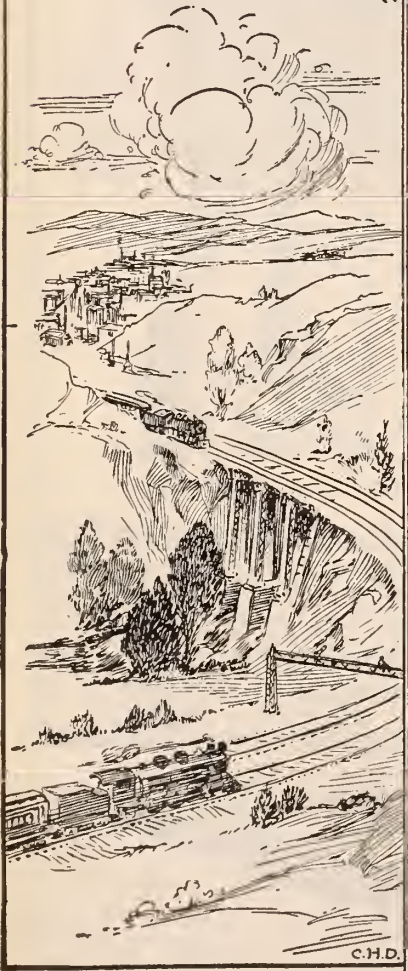
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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



C.H.D.

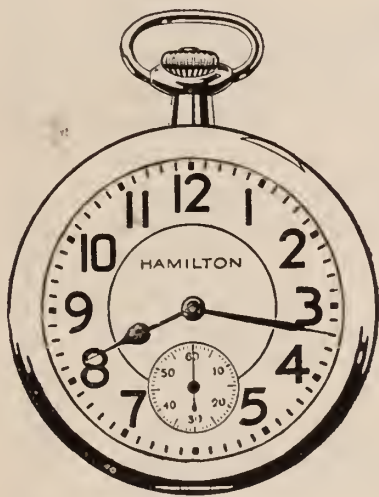




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## The Baby.

Whose merry eyes are ever bright?  
Whom do I love to have in sight?  
Whom do I cuddle up at night?  
The baby.

Whose dimpled arms my neck entwine?  
Whose cheek lies closely pressed to mine?  
Whose smile is sweeter far than wine?  
The baby's.

Whose ringlets do I tend with care—  
And learn to know each fluffy hair  
More precious than a jewel rare?  
The baby's.

Whose cooing laughter grips my heart?  
Who seems to me a wondrous art?  
Who from me ne'er does wish to part?  
The baby.

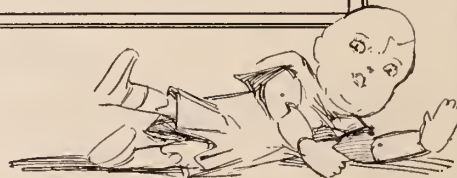
Who'd shield me from myself alone—  
Should ever knifing sorrow come  
Across the threshold of my home?  
The baby.

Who shares all happiness with me?  
Whose little heart just longs to be  
With mine in peaceful harmony?  
The baby's.

And every night through filmy air,  
The wind, my winged messenger,  
Takes up to Heaven this, my prayer  
For baby:

"Almighty God: Help us each hour  
To rightly tend and teach this flower,  
The choicest of the Human Bower,  
Our Baby."

by Kalye M. Coplan  
1257 East North Ave.  
Baltimore Md.





# BALTIMORE AND OHIO MAGAZINE

*Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes*

VOLUME 10

BALTIMORE, DECEMBER, 1922

NUMBER 8

## What Is the Christmas Message of the Year 1922?

IT is a fortunate thing that Christmas comes once every year. It is fortunate, too, that in the Divine plan, "once a year" is often enough to touch us with the inexpressibly beautiful something that we call the Spirit of Christmas—to touch us at just about the time when the accumulating troubles of the waning year have turned our hearts and minds bitter almost to the point of hopelessness.

This waning year has been just such a year. It started with high hope but during its course made us—as a business family, as a nation, as a world—run the gamut of misunderstanding, perplexity, suffering, fear and despair. Even the darkest days of the Great War seemed understandable and bearable in comparison because then we were united against a single enemy and our common purpose gave us courage, strength and hope. Now the world seems to have gone mad with jealousy—with Christian thousands being blotted out of existence by the shadow of the sinister Turk, with the oldest civilization of Europe seemingly tottering, with our own country seething in a wave of unrest and crime, with our Railroad crippled by an unreasoning selfishness—yes, this has been a year to shake the most steadfast soul and to test the strongest idealism.

What, then, is this year's Christmas message?

It is well to remember at the outset that notwithstanding the pæan of the angels, "Peace on Earth, Good Will to Men," the coming of Christ did not bring peace. On the contrary one of the first things it brought was the slaying of all the children two years old and under, in Bethlehem and thereabouts, that King Herod and his soldiers could get their hands on! (In passing it is fitting to remark that civilization has moved upward since then—literally we have no monsters today who are "outheroding Herod.") And from the slaying of these helpless ones down to the dark hour of the Crucifixion, Christ's life was like our lives in its portion of sorrow except that his sorrows were more overwhelming and all out of proportion to his joys, as compared to ours. Never did man suffer as He did.

Let us not, therefore, feel disappointed because the angels' song, "Peace, Good Will to Men," seems not truer now than it was then. Let us, on the contrary, use it in its revised phrasing and see if we cannot be content with life and conditions as we sing, "*Peace to Men of Good Will.*" There, indeed, is the true message of this Christmas and of every other Christmas, and you, my friend, will know that it is true if you have the Good Will it speaks of in your heart.

There is a Christmas greeting in this issue of our MAGAZINE for all persons in the Baltimore and Ohio family—and for their families—and it comes from men of good will. Just how much it will mean to us during the holidays and the days of the coming year depends on how we receive it. The first Christmas message *did* bring happiness and peace to *men of Good Will*—and so will this one!

Several years ago the MAGAZINE's Christmas message suggested that there are two great Christmas stories that everyone of us should read at the Christmastide. The first is the inspired Bible story, the second Dickens' immortal Christmas Carol. This year we ask especially that you read also our own Christmas story, "When Christmas Came to Cove Crossing," a few pages over.



## This Started as a Christmas Message but Ended by Being an Appeal for the New Year

*Fellow Employees of the Baltimore and Ohio:*

On November 4 plans were completed for this, the Christmas issue of the MAGAZINE. It was to be 96 pages long, to have a Christmas supplement printed in colors, to have a beautiful colored cover, and to be, all in all, the biggest and finest Baltimore and Ohio MAGAZINE ever published.

Now these plans have been greatly modified, the reason being given in the following letter from President Willard:

THE BALTIMORE AND OHIO RAILROAD COMPANY  
OFFICE OF THE PRESIDENT  
BALTIMORE, MD.

DANIEL WILLARD,  
PRESIDENT

November 6, 1922

My dear Mr. Van Sant:

It is necessary that special effort be made in all directions to reduce the expenses of the Railroad, and it is in that connection that I am writing this letter to you as Editor of the Baltimore and Ohio Magazine. There are at least two ways in which I think you can be helpful in this respect.

First, I suggest that you scrutinize carefully each item of expense in connection with the publication of the Magazine and arrange to reduce the cost wherever it can be done without real detriment to the Magazine itself. I should say that we might properly discontinue, at least for a time, the colored cover, which does not in itself add to the value of the contents. We might also reduce the size of the Magazine or number of pages and confine the Magazine more exclusively to Baltimore and Ohio subjects. I admit that this will take from the Magazine some of its most attractive features, but at the same time it will not necessarily weaken its influence in the Baltimore and Ohio Family.

Second, I cannot help believing that the great majority of Baltimore and Ohio employes of every rank and station feel a sympathetic interest in the success and reputation of the Baltimore and Ohio Company. At any rate they ought to feel that way and I believe they do. I think they ought to feel that way because every upstanding, right-thinking man or woman ought to feel personally interested in the success of his or her employer, assuming, of course, that the employer also deals fairly, and the Baltimore and Ohio Company does intend to deal fairly with everyone.

Assuming, therefore, that the majority of Baltimore and Ohio employes are interested in the success and reputation of the Baltimore and Ohio Company, I believe they will not only be willing, but anxious to help promote the success of the Company, and it is now particularly necessary that we should all do whatever can be done to make up as quickly as possible some of the losses sustained because of the coal strike and the shop crafts' strike during the last summer.

I suggest that you procure articles from different officers of the Company pointing out in detail how employes in their particular departments can help reduce cost of operation. I think you should also invite and encourage suggestions from employes of all grades and in all branches of the service showing how in their opinion greater economy of operation can be brought about.

The Baltimore and Ohio Magazine in its present form has been in existence about ten years. Its purpose, as originally announced, was to bring about a better understanding between the Management and the employes in all branches of the service, and to acquaint the employes as well as the public from time to time, with the policy of the Company. I have felt that in the field of activities just described, the Magazine has served a useful purpose. I wish now that for a while you would use the Magazine as a helpful agency for the purpose of stimulating thrift and economy in all the affairs of the Company. This, of course, is not to say that thrift and economy in the private affairs of each one of us are not equally desirable.

I would be glad to talk with you further about this matter at your convenience.

Very truly yours,

Mr. R. M. Van Sant,  
Editor, Baltimore and Ohio Magazine,  
Baltimore, Md.





President Willard's letter, it is noted, gives me two jobs: first, to reduce expenses on the MAGAZINE; second, to try through the MAGAZINE to get all employes to reduce expenses and to send in practical suggestions for savings on the Railroad.

#### A Smaller but Better Magazine!

The first task—of cutting the MAGAZINE—although unpleasant, is easy as compared with the second. Witness, therefore, in this issue, a reduction in pages from the proposed 96 to 80, the greater use of smaller type to enable us to save paper, and the elimination of a colored holiday supplement such as we have had in previous Christmas issues.

Greater savings will be made in 1923, beginning with the January issue. The Among Ourselves department will be curtailed in size, though we hope, not in interest; smaller type will be used more freely, and our attractive colored covers will be discontinued after this issue, the cover of which is, we think, the finest we have ever had.

#### "Many Mickles Make a Muckle"

It only costs \$40.00 net more to have a two color cover on the MAGAZINE than it does to have a one color cover—only one-tenth of a cent more per copy, with the present edition of 40,000 and over. But after the millions of losses which we suffered during the labor unrest of the summer, even such a small saving is necessary—and we are going to make it.

(This illustrates, in passing, the enormous opportunity for savings on the Railroad. Our operations are so big, our expenditures so heavy, that the saving of only a small fraction will mean much in the aggregate. Take coal as an example: it cost us almost \$17,000,000 in 1921. Now almost any fireman will admit that reasonable care in handling will permit the saving of one scoopful of coal in every ten—one-tenth of the bill, \$1,700,000 saved—enough to buy 850 of the finest steel underframe box cars with a revenue capacity running into the millions gross a year!)

Please don't think, however, that the MAGAZINE will be less interesting than heretofore. Rather we shall try to compensate for a less attractive looking MAGAZINE by making the reading matter more attractive. And here, by the way, is a chance which you have to help me by contributing to, and suggesting constructive changes in, the MAGAZINE.

#### Officers' Example of Teamwork

My request to our officers that they outline briefly suggestions for economy in their respective departments brought a fine response, all the principal phases of our work being represented by the thoughtful and practical articles which begin on page 8 of this issue. Won't you read them to see how much in earnest these hard-working leaders of ours on the Railroad are in this economy drive? They may suggest something which will help you!

#### And Here Perhaps, Is Where You Can Help Most

Now we come to my vastly more difficult job—the job of showing all employes the importance of this economy drive and of getting their help to make it a success.

I said in the October issue that I was sure that the feeling of our employes toward their work—their morale, as they call it in the Army—is better than it has been for the last ten years. And I reiterate it here! Wherever you go you can see that. On the track, on our trains, in stations, roundhouses, shops and offices—all over the Railroad—you hear men saying things about our officers and the way they handle our business, which make you proud of being associated with them. And you realize right then that if the good feeling of our employes toward the Company is going to make 1923 the best year in our history—that greatly desired result is already as good as realized.

But the question is—How are we going to translate that good feeling into realization? President Willard's letter suggests the way and I simply want to amplify it here.

For over nine years I have been sending out through the MAGAZINE appeal after appeal for help—for more car miles per day, for more business through employe solicitation, for articles on various subjects, for courtesy—in fact, for many, many of the innumerable evidences of teamwork that it takes to keep a great big business like ours running smoothly. And every appeal has been met with a quick and generous response! Now—in a real crisis for our Company, a crisis in which our failure to make good may result in injury to our credit and good name—I am making the supreme appeal to every reader of the MAGAZINE to help. And here is the plan:

The MAGAZINE is going to be a clearing house for suggestions for greater economy in the handling of our business—operations, accounting, traffic—everything. And every employe is invited to contribute his or her suggestion through this clearing house. Every suggestion will be acknowledged and referred to officers directing the particular work involved. Furthermore, when the suggestion is considered valuable it will be published in the MAGAZINE, with or without the name of the sender, as he or she desires.

We are sure that right now our business is conducted as economically as capable, conscientious and painstaking effort on the part of thousands of officers and employes can conduct it. But in an organization so big and with operations so varied and multitudinous, it would be strange if there were not still some leaks that can be stopped and the waste saved. And you may be just the one who knows of such a leak—big or small—and who, through force of circumstances, has never been able to stop it before. Right now, therefore, you are appointed a committee of one to report it and "stop that leak."

That, by the way, will be the name of the drive, and all suggestions will be addressed:

Stop That Leak!  
Magazine Office  
Mount Royal Station  
Baltimore, Md.

Will your suggestion be the first? The help is needed now—not next week or next month, but right now. The Baltimore and Ohio deserves the best that every one of us can give it and I believe that we are going to give it better now than we have ever given it before.—*Editor.*



# Stop That Leak! Stop That Leak! Stop That Leak!

## Conducting Transportation

At this moment two men stand out in my mind as profitable investments of the Baltimore and Ohio. Their stories here are worth reading—

(Signed)



General Manager Eastern Lines

**E**ACH and every officer and employe represents an investment made by the Baltimore and Ohio and it is our duty to see to it that a proper return is made upon the investment each represents.

There are many ways in which this return may be made. Obedience to instructions and careful observance of our Operating Rules will always contribute much to that end.

Maintenance of passenger schedules and the dispatchment of freight trains from terminals on the call will quicken the road movement, increase the available power for the handling of the traffic and, at the same time, effect a material reduction in overtime and cost of fuel.

The principal items of expense incurred in railroad operations are wages, fuel, materials and supplies. Interstate Commerce Commission statistics show the percentage of these items to the total, last year, as follows:—

Wages.....	46.9%
Fuel.....	9.5%
Materials and Supplies . . .	20.6%

Each employe has it within his power to effect some saving each day, and this is particularly true of those employes who are responsible for the handling and consumption of materials and supplies.

To obtain the best results, the General, District and Division Officers should, by personal contact with those in their jurisdiction, make clear the necessities of the present situation and how each, regardless of his position can assist in this time of need.

If it were possible, and I believe it is, to have every employe interested to such an extent that all will feel that the materials and supplies furnished for their use should be handled and used as if they were their personal property, the reduction in the cost of these items would be astounding.

It is true that many employes feel this responsibility and act accordingly, but the number of such employes must be increased if we are to accomplish the results which the emergency demands and which our Company is



Operator William H. Ziler, Great Cacapon, and the cedar bucket that has "gone to the well" thousands of times

entitled to receive. I have in mind just now two such cases:

In December 1891 a telegraph office was opened at Great Cacapon and William H. Ziler was installed as operator. He was given at that time, as a part of his equipment, a new cedar water bucket. Mr. Ziler is still employed as operator at Great Cacapon and the cedar water bucket is performing duty daily. Why? Because Mr. Ziler cares for the Company's property as though it were his own. For proof see the accompanying photograph of the Great Cacapon Tower, Mr. Ziler and the cedar water bucket which has served him for 31 years. Mr. Ziler has undoubtedly made proper return upon the investment he represents as it is

noted he has been continuously in the service of this Company for 39 years, with a clear record.

In June, 1921 it was believed possible to reclaim soiled red, white and green flags which had theretofore been thrown away. A machine for washing flags with steam was constructed by Master Mechanic Long and it proved so successful that one was installed at each engine terminal. A saving was effected at practically all such points. At Connellsville, Penna., J. H. Fleckenstein, who maintains the cleanest supply room on the System, realizing that it was his duty to do everything possible to effect a reduction in the expense of supplies, reclaimed during the period July 1, 1921, to September 30, 1922, a total of 25,266 red, white and green flags, which, if purchased, would have added \$2,318.76 to our operating expenses. Mr. Fleckenstein is another employe who feels personally responsible for the care of the Company's property and is surely making proper return upon the investment he represents.

It has been my pleasure to meet hundreds of our employes who have been just as interested in making savings for the Company as have these two—I wish there were space for me to name more of them. We are not, however, lacking for individual credit. We are all a part of a great team, playing one of the hardest business games that a man can tackle. It is not easy to win, and those of us who have been at the game for many years realize that the whole team and result are affected by the action of every single individual.

I repeat—every employe has it within his power to effect some economies daily, even though the amount may be small. This Company has on its payroll a monthly average of 51,742 employes. If each would save the small sum of five cents every day, either by increased efficiency or greater economy in the handling and use of fuel, material and supplies, it would result in a reduction in our Operating Expenses of approximately \$944,291.00 per annum. This at least, and much more, can be accomplished through personal interest on the part of each employe.

To that end: "Let Economy Be Our Watchword."

# Stop That Leak! Stop That Leak! Stop That Leak!



**Stop That Leak! Stop That Leak! Stop That Leak!**

## Motive Power

*Great accomplishments are the sum of individual endeavors—and your part is important. Mechanical Department employes have never failed to accomplish what they set out to do!*

(Signed) *George H. Emerson.*

Chief of Motive Power

*To the Employes of the Motive Power Department:*

I AM sure you have read Mr. Willard's message and his appeal for a reduction in expenses. I desire to point out to you, in a general way, some of the things which we may do which will help to bring about a reduction in our expenses.

The principal thing I should like you to do is to make full use of those devices which have been installed and those practices which have been inaugurated by the Baltimore and Ohio for the express purpose of reducing our expenses.

No surer way of reducing expenses may be found than by avoiding the need for incurring the expense. It is easier and many times less costly to fill grease cups than to renew rod brasses; it costs less to pack boxes than to drop wheels and true journals or renew axles; it is easier and costs less to put an engine in tram than to renew tires for sharp flanges. The prevention of premature renewals alone, would do more than any single item to reduce our expenses.

A sure way of reducing expenses is found in the intelligent reclamation of material and in continuing the use of material until it is fully worn out. Surprising results have already been obtained but much remains to be done. Everyone of us can lend much help upon this subject.

Much expense may be averted by using those devices which are installed to increase the service life of parts. As an illustration a great many of our engines are provided with flange oilers, which, if used as intended, increase the tire mileage and consequently the period between shopping. My personal inspections of many engines which have these flange oilers show that they are not always used and hence that the benefits which could and should be obtained from them are not realized.

A certain reduction in expenses may be made by properly lubricating

the parts of the locomotive. Particularly is this true of the hub faces of the driving and truck boxes. If this lubrication is applied at each terminal I am sure that the necessity for removing driving and truck wheels

for excessive lateral would disappear.

I urge that all of you carefully consider this matter. Many ways will suggest themselves to each of you that will assist in this work, remembering always that great accomplishments are the sum of individual endeavors and that your part is important.

The Mechanical Department employes have never failed to accomplish what they set out to do. I am sure that you will accomplish the same results in the reduction of expenses that you have in increasing output. It is not only the necessary thing to do—it is also the right thing to do.

## He Made His Job Big

*Reprinted from the Milwaukee Employe's Magazine at the request of President Willard, who knew the subject of the article, Dan Healy, and who can vouch for everything said in it about him*

Under the above caption, the Minneapolis Daily News of September 28 gave editorial space to the passing of Dan Healy, our world-famous and universally beloved old steward of the Pioneer Limited. In the following is set forth the reason why "Dan" reached the pinnacle of fame in his calling, and that reason was, fundamentally,—“He attended to his duties as if he owned the railroad.” If everyone on this railroad did as Dan did, there would be no room at the top for anyone else, the space would all be taken by employes from The Milwaukee Road. The News said:

“Dan Healy is dead. The news commands an important position in the columns of the daily paper.

“Yet Dan Healy was only a dining car conductor.

“There are hundreds, perhaps thousands, of dining car conductors in this country whose deaths would be chronicled nowhere save in the obituary columns. In the thoughts of most persons, even in the thoughts of most dining car conductors, like as not, it is held to be an unimportant position, one in which the opportunity for any real success is small.

“But Dan Healy was a successful dining car conductor. He is known all over the United States, all over the world as a dining car conductor, and there are literally thousands who counted it a rare privilege to dine with him when they were traveling.

“He is mourned today as the dean of dining car conductor, because he put his heart into his job. He saw opportunity in his task where other dining car conductors saw only a job. He saw possibilities. He put everything he had into it. He attended to his duties as if he owned the railroad and for that day was charged with the responsibility of doing that one special job as the owner of a railroad would do it. He was a royal host. He made the diners feel that they were guests. He looked after their wants as he would have wanted another dining car conductor to look after his.

“And so, whether he thought of it or not, he became not only a great dining car conductor, but a noted man, a man of whom the world spoke with high regard. He was not limited by the size of his job. He was big enough to make his job big. That is why the death of Dan Healy is chronicled in the big news. He was a big man.”

To honor and perpetuate his memory and service, the dining car on the Pioneer between Chicago and Milwaukee will henceforth bear the name “Dan Healy.”

**Stop That Leak! Stop That Leak! Stop That Leak!**

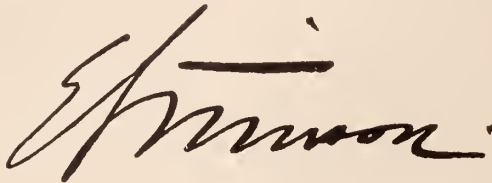


*Stop That Leak! Stop That Leak! Stop That Leak!*

## Maintenance of Way

*The "Man-Hour" has no resale value—when used it is gone forever. And what each "Man-Hour" produces is up to the individual man!*

(Signed)



Chief Engineer Maintenance

**M** AINTENANCE of Way expenditures are controlled by a yearly budget. This budget covers all items of expenditures and is the authorized program for the year.

The foundation of the budget is the renewal program, which includes the ties, rail, ballast, bridge, building and other materials necessary for the upkeep of the property. Upon this renewal program depends the amount of labor. The unit of measure of labor is the man-hour. The cost of the materials plus the cost of labor makes the total of the budget.

The amount of material to be used can be quite accurately determined and no more material can be used than is provided. We can, at best, but roughly estimate the number of man-hours required, so variable is their value.

Items of material may often be used and used again for other purposes, and in the end a scrap value recovered. A man-hour when used is gone forever, and its value is gauged only by what it has accomplished. If misused, it cannot be recovered and be used again. Its value then is zero and it has no scrap value.

While we may estimate the number of man-hours required to carry out the program, the varying conditions met with often upset the best of estimates. Here is where the human element comes in. The man produces the man-hour and it is up to the man what the man-hour produces. Much depends upon the direction he receives, but in the end it is his individual effort that counts.

The cost of the man-hours is the big single item of the budget. It frequently amounts to as much as all the other items put together.

The budget is carefully balanced between the units of material and the man-hours. If the man-hours do not produce and it takes more man-hours per unit of material than the budget provides, the units of

material must be proportionately reduced, the economic balance destroyed and the renewals suffer. The total of the budget cannot be exceeded.

The successful carrying out of the budget program therefore depends mostly upon the economic use of the man-hours. This depends first, upon the proper direction of the man-hours, *i. e.*, supervision; second and most important, upon the individual effort of each man whether officer, supervisor, foreman, mechanic or laborer, to give full measure of work well done for each hour.

Great economies can be effected by the conservative use of materials. We usually think of economy along this line and efforts in this direction must be continued.

However, at this time, when the necessity of greater economy of operation is so urgent, it appears opportune that the appeal be made direct to the man to contribute his full share and to make his man-hours of 100 per cent. value.

## Here Is a Record that Should Make Every One of Us Proud

It is never too early—or too late—in the year to make a good resolution. That thousands of Baltimore and Ohio employes have made good Safety resolutions in past years is evident from the remarkable Safety record of the Baltimore and Ohio. Think of it—

The last passenger killed in a train accident on the Baltimore and Ohio was on May 30, 1919 at East Monroe, Ohio when the heat from the sun caused the rails to expand and to buckle and to derail the train! Think of it—

Since that day to September 30, 1922 we have operated 724,256 passenger trains carrying 71,951,668 passengers over more than 5,000 miles of railroad!

Soon after Mr. Willard became president of the Baltimore and Ohio in 1910 he was asked where he placed Safety in the operation of the railroad and he said unequivocally: "Above everything else."

This was an inspiring reply and struck home, for it is doubtful if during the last twelve years any other railroad has had a more enviable record in the safe carriage of passengers than has the Baltimore and Ohio. This record has meant not only fine leadership, but also fine loyalty on the part of an army of our employes—loyalty not only to our leadership but also to the thought "I am my brother's keeper."

We could utter no more fervent wish for the New Year than that this splendid record may go unsullied during the next 365 days. Let the men caring for our track and the men preparing our engines and cars—let the men dispatching our trains, handling their movements, and operating them—let us all determine more vigorously than ever that "passengers shall be as safe on the Baltimore and Ohio as if they were in their own homes."

*Stop That Leak! Stop That Leak! Stop That Leak!*



# Stop That Leak! Stop That Leak! Stop That Leak!

## Utilization of Car Equipment

*What better way to economize than by increasing our Car Loads and Car Miles per day?*

(Signed)



General Superintendent Transportation

**W**E have been making a special drive to increase the net load per car, as well as to speed up the movement. Our mileage at present is averaging about 25 miles per car per day. If we could increase this one-fifth, or to 30 miles a day, it would be equal to an increase of 20 per cent. in cars available for loading.

On the heavier loading, I have been making special appeals, through the division superintendents, to the agents, yardmasters, and their forces, pointing out the necessity for conserving the use of cars, and particularly box cars.

The average empty car weighs about 20 tons, while the average load in a box car is a little greater, varying from 22 to 25 tons as an average. In other words, on every box car load moved the dead weight of the car handling the lading is nearly equal to the lading.

In order to serve the public best, and reduce the use of equipment and motive power, it is essential that business be not forwarded on a small carload basis, but that every available car be fully utilized by loading equal to its carrying capacity, according to the commodity. In so doing the shipper not only helps himself, but the country as a whole. And most shippers, if properly approached, are willing to cooperate.

An increase of ten per cent. in the average car loading not only increases the available equipment that much, but reduces the dead weight which must be handled. It enables the Railroad to move a greater amount of freight because the reduction in tonnage deadweight of equipment allows greater use of available engines and the consequent handling of more business.

The loading of freight in carload lots is done by the public, and it is only by the personal appeal of the employe in direct touch with the

actual shipper that results can be accomplished in this direction.

As an illustration of how important this is please note that in the United States figures show that 2,250,000 less cars would have been used in 1921 to handle the tonnage shipped had the cars been as heavily loaded in that year as they were during the last three months of 1920.

Another feature in which shippers can help is in the prompt loading and unloading of cars. There are, in the

United States, an average of 150,000 cars loaded and a similar number unloaded each working day, and if an average of 24 hours, or one day, could be saved on every ten cars handled, this in itself would provide the equivalent of 15,000 additional cars daily.

Freight cars were built for the TRANSPORTATION, and not for the storage, of freight, and during a critical time like the present it is important that such facts be brought home to the shipping public.

The loading of less carload shipments is done by railroad employes, and our intensive campaign on this feature has proved especially beneficial. The average loading per car of less carload freight in October of this year, for the Baltimore and Ohio System, was 18,900 pounds. Had the average loading been only as great as in October 1921, it would have required 11,532 additional cars to have handled the tonnage moved.



OFFICERS AND EXECUTIVE COMMITTEE, BALTIMORE AND OHIO RAILROAD ACCOUNTING ASSOCIATION

These faces are of the members of the Baltimore and Ohio Railroad Accounting Association, who posed for a photograph on the roof of the Baltimore and Ohio Building. Reading left to right, they are as follows: Front row: J. V. Klier, chief clerk, Valuation Department; R. M. Billmeyer, head clerk, Foreign Bureau, Auditor Passenger Receipts Office; A. H. Atwood, Auditor Merchandise Receipts Office. Second row: J. W. Myers, chief clerk to Comptroller; T. Parkin Scott, chief clerk, Savings Feature, Relief Department; J. W. Sweitzer, chief clerk to Assistant Comptroller Deverell; H. H. Wernicke, chief clerk to Assistant Comptroller Owens. Third row: George W. Ritter, claim accountant, Auditor Freight Claims Office; J. M. Finn, secretary of the Association, assistant chief clerk, Interline and Foreign Accounts, Auditor Passenger Receipts Office; F. F. Lollman, president of the Association, Auditor Merchandise Receipts Office; J. A. Zimmerman, vice-president of the Association, head clerk, Journal Entry Bureau, Auditor Disbursements Office; W. H. Orem, treasurer of the Association, Auditor Freight Claims Office; W. W. Moss, Auditor Merchandise Receipts Office. Back row: A. J. Groeninger, Auditor Merchandise Receipts Office; F. B. Milnor, chief clerk, Auditor Coal and Coke Receipts Office; C. J. Miller, head clerk, Motive Power Bureau, Auditor Disbursements Office; August Kleinheim, Auditor Miscellaneous Accounts Office; J. R. Boring, assistant chief clerk, Auditor Disbursements Office; C. V. Thomas, secretary to assistant to senior vice-president, F. X. Milholland; J. C. McCahan, Treasurer's Office; J. F. Waters, assistant chief clerk to cost engineer

# Stop That Leak! Stop That Leak! Stop That Leak!

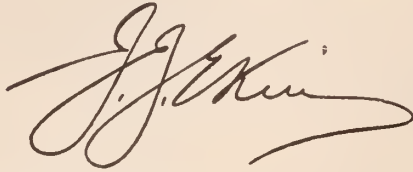


**Stop That Leak! Stop That Leak! Stop That Leak!**

## Accounting Department

*It Is Net Income We Want!*

(Signed)



Comptroller

ON June 30, 1922, the Baltimore and Ohio had exceeded our financial expectations for the first six months of the year, as expressed in the budget which was prepared early in the year, and there was every prospect of earning a surplus over fixed charges of at least 12 million dollars for the entire year. This would have been enough to pay those of our partners—the common stock-holders—who have received nothing since July 1, 1919, a dividend of at least four per cent. Now all is changed. Instead of a surplus of 12 millions the most strenuous efforts are needed to avert a deficit for the year 1922.

I wish to address myself particularly to the officers and employees of the Accounting Department. At the outset I want to say that I have the highest appreciation of what you have accomplished during the trying years of the recent past and I thank all who have given me such loyal support. But you can do more for the Company and for yourselves.

I want each officer carefully to review the work of his department and see what can be done to cut out anything not necessary, having in mind constantly the doing of the things that will increase revenues and decrease expenses so that the greatest net may find its resting place in the Treasury.

Go over the situation with your subordinates for the purpose of coordinating the work of your own department and then see whether anything can be done to help another department, be it accounting, traffic or operating. **It is Net Income we want.**

To the subordinate officers, including head clerks in charge of groups of employees, I say this:

Go over in detail the work of each employe, see that he is properly instructed and is doing his work in the best way. We must not have patience with a slacker if there is such in the service. I have no sympathy with the slacker, whatever, and the sooner he and the payroll part company, the

better. The Management does not want him and we have the word of the Clerks' representatives that they don't want him.

Above all things, deal fairly and justly with each employe. If a grievance is presented, hear it and adjust it properly and promptly. Do everything possible to promote harmony and secure the confidence and enthusiastic support of each employe. Invite suggestions that will promote economy and make the service more efficient. **It is Net Income we want!**

To the rank and file I want to say that more depends upon you than anyone else. The Management has desired and endeavored to deal fairly and justly with you—you should do likewise by the Management. A special effort and demonstration proving your loyalty to the Company you serve is now in order. On your effort depends the prosperity of the Company as well as your own prosperity. I appeal to you to make every minute count.

It has been my privilege to have come up from the ranks. I have been a clerk, a chief clerk, and so on, and know what is required to make a good one. I am acquainted with your troubles and also with your aspirations. And for the one who is endeavoring to render honest and faithful service I have the greatest sympathy and continue my pledge to do everything for your welfare that is possible.

### Past Accomplishments Promise Much for the Future

The clerical forces of the Accounting Department have accomplished wonders and I am proud of what you have done, but you are capable of doing much more and better work. Let each clerk see if he cannot find a better way to do his work. Each clerk works 480 minutes each day and a saving or increased efficiency equal to 10 minutes a day would be equal to 2,000 clerks to 20,000 minutes or 333 hours per day. This is equal to an improvement of only a little over

two per cent. but it means thousands of dollars per month in saving.

And who will say the two per cent. is not there? In fact, if you get started right it is only a beginning in what can be accomplished. Let each one of us see if we can make this extra 10 minutes per day. Let each clerk consider the Baltimore and Ohio his business as long as he accepts the pay of the Baltimore and Ohio for his services. Anything less is less than 100 per cent. honest.

Let each clerk see how much he can save in stationery, in pencils, etc., and above all—in minutes. It is the sum of these small things which makes the tremendous aggregate of expense at the end of the month. Let each revenue clerk see how he can check agents' reports and interline settlements in the most rapid and efficient manner, doing everything possible to secure to our Company the revenue to which it is entitled.

Let each disbursement clerk say to himself: "Should this dollar be paid?"—just as if it were his own—so that not a dollar will be paid from the Treasury, account of payroll unless it is legitimately earned, not a dollar will be paid for material unless our Company received it, not a dollar will be paid to an individual or company unless our Company has value received. See that every dollar due to the Company is promptly and correctly billed and collected. **It is Net Income we want!**

### Division Accounting Forces on the Firing Line

To the division accounting forces I want to make a personal appeal. The reason for this is known to you—it was under my supervision that your forces were established, and I believe everyone will concede that you have justified your existence. But you have a long way to go before I am satisfied. You are on the firing line, in close touch with the operating and maintenance officers, and for this reason are able to render the greatest service in promoting thrift, economy and efficiency.

Keep in closest touch and cooperate to the fullest extent with the superintendent, master mechanic, the division engineer and those directing the various operations. Watch the timekeeping and payroll as if they were your own. Check the material and fuel disbursements and call attention

(Continued on page 13)

**Stop That Leak! Stop That Leak! Stop That Leak!**



# Stop That Leak! Stop That Leak! Stop That Leak!

## Freight Traffic

*The opportunity of the Traffic Department to cut expenses is limited. The obligation is, therefore, all the greater to make the most of every chance to save!*

(Signed)



General Freight Traffic Manager

THE success of a railroad organization is measured by the spread between the gross income and the cost of producing that income. A truism, indeed, but one well worth keeping in mind. The closer the line of cost ascends towards the line of gross income on the financial chart the greater the danger.

In railroad organization the Traffic Department stands between these two lines. Its chief function is to push the upper line to a higher level by securing more tonnage and getting more money on the tonnage handled. But it also shares in the obligation to keep down the lower line by jealous and constant watch on expenditures.

For almost two years general business depression has centered our thought on the upper line. The earnest and united effort of the Department to hold the gross income line to the highest possible level has been productive of no mean result. In time of traffic scarcity real zeal marks the effort to secure a thousand mile haul on a carload of freight. When tonnage offering approximates plant capacity that zeal is tempered with a practical consideration of service.

Now that the demand for transportation is approaching plant capacity and the line of gross income is reflecting this condition, we must increase our net revenue by reducing expenses.

It may be that a saving of departmental expense compounded over the entire system will more than equal the net revenue obtained from hauling several cars a thousand miles.

One dollar expense saved is one dollar added to net, not gross, income. Six dollars saved equals dividend on one share of stock at six per cent.

The opportunity of the Traffic Department to cut expenses is limited.

The obligation is, therefore, all the greater to make the most of every chance to save. Below are some items of expense that may be reduced:

### Traveling Expenses

The Company's interests are not served by parsimony but every effort should be made to hold expenditures to a minimum. Often night travel on sleepers will reduce hotel expenses.

### Telegraphing

The use of Western Union wires is not free. Telegrams, whether Western or line wires, should be limited to absolute necessity.

Use code for brevity.

### Telephoning

Long distance telephone should be used only when telegraphing will not do; the conversation should be brief.

Remember that the Telephone Company charges more for long distance calls when some particular individual is asked for. The cheaper call for the office should be used whenever it will serve the purpose.

### Postage

Watch your stamp account. Don't use U. S. Mail when train mail will do. Consolidate your mail for one firm.

### Lights

Turn out lights when not needed.

### Stationery and Supplies

Because of the large number of employes using stationery, here is the opportunity for the greatest number of Traffic Department employes to save. Every saving, however small, is worth while. Don't use whole sheet when half sheet will do. Double life of typewriter ribbon by inverting.

The making of requisition for and the custody of stationery and supplies should not be entrusted to a young and inexperienced clerk.

### Printing

The largest single item of expense we have is for printing, but we do not have complete control of the cost. We do control, however, what is to be printed and when. Care should be exercised to see that rate propositions are comprehensive so that all changes which may be foreseen as result of any particular adjustment may be provided for at one time, thus reducing the number of printing orders.

So far as practicable, effective dates of rate changes should be so fixed as to avert rush work which frequently means overtime for the printer—hence additional expense.

Copy sent the printer should be prepared with care. Corrections cost.

I am confident that the same zeal that marked the Traffic Department's efforts to hold up the gross income line during the lean period through which we have passed, will develop every practical means for holding down the cost line now.

## Accounting Department

By J. J. EKIN

(Continued from page 12)

o any apparent waste. These items mean four to five millions per month. Watch each one of the many avenues through which Baltimore and Ohio dollars are disbursed and see that correct data is supplied for billing for any service performed and supplies furnished others. **It is Net Income we want!**

### Do it Right—and Save

I want to impress upon all concerned the importance of doing the work correctly. It is correcting things that costs the Accounting Department so much money. The most expensive thing in railroading today that can be prevented is corrections of freight billing. Operating and Traffic Officers please take notice! The remedy is trained station forces and proper tariffs and simple divisions.

Now to the officers and each employe! I want to make an appeal for cooperation. Let us declare a holiday so far as complaints are concerned and get down to real business. The Baltimore and Ohio is a wonderful property, and by pulling together we can put it across, placing the Baltimore and Ohio physically and financially in the first rank where it rightfully belongs.

**It is Net Income we want.**

# Stop That Leak! Stop That Leak! Stop That Leak!



# Transportation Salesmanship

By C. H. Pumphrey

Division Freight Agent, New York City

**S**ALESMANSHIP! To be sure, salesmanship is the same essential function in the railroad transportation industry as it is in other manufacturing activities. The railroad is a producer of transportation and this product is for sale to the traveling and shipping public.

In the minds of most people transportation differs from commercial commodities, but essentially it is not materially different. As with all staple articles, of which there are many brands of varying qualities, so it is with railroad transportation. The railroads all offer for sale the same general commodity and use the same raw materials, so to speak, but in quality of performance the service on one road is vastly different from that on another road. Unlike other commodities, however, the sales prices for transportation are fixed and, generally speaking, are uniform. Therefore, the big talking point in selling transportation is to be able to offer SERVICE of a superior quality—or something better for the same money.

SERVICE embraces not alone the carrying of the passenger or shipment from point of origin to destination on time according to advertised schedules. It embraces as well courteous attention to the comforts of travelers; the affording to patrons of every reasonable convenience through prompt and efficient attention to inquiries concerning rate quotations, rate adjustments, location of shipments, etc.; the manifestation of interest and desire to assist in solving the traffic problems of shippers; and many other things too numerous to mention. But first in importance is the maintenance of advertised schedules.

In order that the salesmen may be equipped to offer service of the highest quality, there necessarily must be sympathetic understanding between the Production and Sales Departments—or to use the railroad expression—the Operating and Traffic Departments. The Production or Operating Department, which through initiative, ingenuity and efficiency produces a higher grade article of transportation and dependably maintains the quality thereof, gives to its Sales or Traffic Department something that should be productive of a healthy growth of patronage if it is attractively brought to the attention

of purchasers through able salesmanship.

During a period of years the Baltimore and Ohio Railroad Company has established a reputation for the good quality of its service, and following the return in March, 1920 of its property to Corporate Control, was first among the important roads to re-establish its service on a high-grade dependable basis. Coincidentally the Traffic Department was reorganized and these Sales Forces are laboring diligently to sell the productive capacity of the Baltimore and Ohio plant so that its operations may be expanded and its gross and net income increased.

In the selection of Traffic Department representatives a few years ago not enough thought was given to their ability as salesmen. Solicitation, the term generally used to refer to the activities of freight and passenger representatives, was not considered in the same category with Salesmanship. There is a growing tendency (and this especially is true on the Baltimore and Ohio) to select men for their knowledge of the article they are to sell. And this knowledge, combined with personality and indefatigable energy, cannot fail to bring business which, if properly handled, will be productive of satisfied customers and continued patronage. The basis of successful salesmanship is the ability to sell the same customer again and again. How much, therefore, depends on our service!

However, competitors in the field offering equally good transportation service, test the salesmanship ability of the men of the Baltimore and Ohio. To prevail against this competition it behooves the Baltimore and Ohio sales forces to consider how they may enhance their ability as salesmen. And this does not apply alone to the Traffic Department, for all employees can help in advancing the interests of the Baltimore and Ohio in selling its freight and passenger service.

## Are we up to Salesmanship Standard

But how can we improve our Salesmanship ability? First, we must learn the attributes of the ideal salesman and then take personal inventory of ourselves to determine wherein we are deficient. By studying our deficiencies and earnestly endeavoring to correct them, our value to the Baltimore and Ohio through ability to create more business, will not only be

increased but there will be the personal satisfaction which comes from the knowledge of greater competency.

A few months ago there appeared in the American Magazine an article by Dr. Frank P. Crane under the title of "Ten Commandments for Salesmen" which covers so thoroughly the salient qualifications for successful salesmanship, that it is reprinted in part here—

## Ten Commandments for Salesmen

Everybody is a salesman, one way or another. Not only the peddler sells the wares of his pack and the storekeeper the goods from his shelves, but the cook, plumber, farmhand and carpenter, as well as the lawyer, doctor, writer and preacher sell their services.

I am not going to approach the question from the standpoint of the Seller, however. I am going to approach it from the standpoint of the Buyer.

I will give my idea of the qualifications of a Seller, not as one who knows the art of Selling, but from the standpoint of the Buyer. It may be of advantage for you to know the kind of a person who can keep on selling me things.

These elements of Salesmanship may be called the TEN COMMANDMENTS OF SALESMANSHIP, and are as follows:

1. Be Agreeable
2. Know your Business
3. Tell the Truth
4. Don't Argue
5. Make it Plain
6. Remember Names and Faces
7. Be Dependable
8. Don't be Egotistic
9. Think Success
10. Be Human

### Be Agreeable

If there are two shirt shops in my block, and the salesman in the first has excellent goods cheap but is grouchy and unpleasant, and the second has inferior articles but makes me feel good whenever I enter his store, I trade with number two. So also will nine men out of ten. It is not sensible, it shows poor judgment, but we do it.

And I don't know that we are losers after all, for that agreeableness is worth something to us. Cheer is as valuable as silk. We can all use it.

*The very first and greatest of the facts a salesman ought to learn is that Agreeableness is worth money. Courtesy, politeness and accommodation cost nothing, but you can sell them.*

Of course, nothing must be overdone. You don't want to be too darned pleasant. When you smirk and scrape and wash your hands with invisible soap and water every time you see me, I get suspicious. Sunshine is good, but the sun can be too hot.

Don't lay it on too thick, but devote your time to me while I am in the throes of buy-



ing. Don't look bored, or supercilious, or go away and converse with somebody else, or tap your foot, or look pained when I don't fancy the purple sweater you have just told me is quite the rage. Just make up your mind to give me a good time if it takes a leg. It won't last long. I can't stay forever, and after I'm gone you can go out and get a glass of buttermilk. But while I'm with you act cheerful.

I am finicky, and perhaps, don't know what I want, and what I do know is wrong, and I have poor taste, and I'm a Rube anyhow, but don't forget that I have money in my pocket and your job is to get it out, and that the best known bait on the hook when you're trying to land a sucker like me is Agreeableness.

Don't be affected. Don't pose. Don't put on airs. The point is that what you are after, in fact, is not to get me to admire you, but to make me think you admire me.

You are paid to hand out Agreeableness, and we go to you for a dose. So don't be chary of it. Maybe we will spend some money with you. Better still, maybe we'll come again and spend some more.

But you may rest assured that if you are

churlly, gruff and brusque we will want as little to do with you as possible.

### Know Your Business

If you are selling coffee, find out all about coffee from the time it is planted to the time it is consumed; get acquainted with all the countries where coffee is grown, with the companies that market it, with the various varieties of coffee, with what the poets have written of coffee, with what the doctors and the cranks say of it, with its history, its chemistry, its botany, its geography, its distribution and any other stray facts or fancies appertaining thereto.

So if you are selling automobiles, know all the automobiles in existence, here and abroad, and all about gas engines generally, and the petroleum industry, and the motor trusts, the cost of leather, and tires, and rubber, and machinery, and everything else.

You can do all this in your spare time, while the other salesmen are busy at pin-ochle. Consult the encyclopedia, and the trade papers, and the public library. Because you should be able to tell me at once anything I want to know, should I happen to ask you.

It is amazing what you can do with your spare time, and what your spare time can do for you. Almost all of you waste enough hours in four years to give you what might be the equivalent of a college education.

And remember it is what is in your brain that is your best capital. No man is worth much more than three dollars a day, from his chin down. From the chin up is what counts.

*Make your spare time equip you. The secret of all success lies in saving the waste. And there is no waste so criminal as waste time.*

### Tell the Truth

All success that is permanent and continuous depends upon observing the law of averages. Even in playing poker. Or marbles. And much more in regular business.

And the trouble with a liar is that the averages are all against him. He only has one chance in a hundred. Human society is so organized that the truth has an enormous advantage. You may get by with a lie, and you may lose out by telling the truth; also, you may guess which card of the deck will be turned up first, and how many



### JUST A REMINDER

Remember, years ago, when you were a k'id, how, after long, long weeks of waiting, Christmas morning finally *did* arrive? Wasn't it a "grand and glorious feeling?" This well drawn cartoon is by A. Bauernschub of the Agent's Office, Camden Station, Baltimore



beans are in a gallon jar; but you can't make much of a living at that sort of thing. Every lie is a gamble and gambling is poor business.

Tell me the truth about the book or the typewriter you want to sell me. For a lie has as many lives as a cat, and you never know when it is going to return and sting you.

If you are in a business that necessitates deception, quit it. It's a wide world, and there are plenty of concerns that want honest men.

*Be thoroughly honest.* Don't sell me anything unless you sincerely believe I need that thing more than I need the money it costs. In this way you earn your own self-respect. You come to regard yourself as a useful servant of society, as an agent of the common good, and not as more or less of a grafter. And you may rest assured that any benefit you gain at the price of your self-respect is sure to turn out by and by a loss.

#### Don't Argue

Suggest. *An ounce of Suggestion is worth a ton of Argument.*

When you suggest, it means that you get me to arrive at my own conclusion. When you argue it means that you force me to arrive at yours. And what you want to do is to make your conclusion mine, and lead me to it.

Guide me deftly to the decision you wish me to make. Don't shove. Let my mind amble along at its own gait.

The greatest teacher in the world was Jesus. He never argued. He suggested. You remember, He told the story of The Good Samaritan and added, "Go thou and do likewise!"

I have known few men to be convinced by argument. And no women.

When you argue with me, and beat me down by your facts and figures and logic, I may say you are right. But I go home and think it over, and unless I can arrive at the same conviction myself, by my own processes of thought, I don't stick. I come loose the next day. But when you are skillful enough to suggest and induce me to persuade myself, then when you put your blank before me and hand me your fountain pen and say, "Sign here"—I sign.

And that's what you want. You don't want to demonstrate that you are more clever than I, you want me to put my name on the dotted line. You are not playing at precedence. You are after fruit. Or you ought to be.

All argument arouses antagonism. I am stubborn and vain, you know, and if you don't want to get this mule to balking handle me gently.

#### Make it Plain

Consider this commandment to be said in a loud voice.

Don't use technical terms that are unfamiliar. Don't use any word unless you are sure I understand it. For what I do not comprehend, what seems misty, I make

plain in my own way, to myself, and usually get it wrong.

If I ask you what's the matter with my motor car, don't tell me that the carburetor has got tangled up with the differential and the timing chain has circumnavigated the petcock, and it will be \$27.50. All I understand is the last word. Speak to me in words of one syllable, for I, the buyer, am lowly and simple, and if I don't catch your meaning I think you are trying to cheat me.

#### Remember Names and Faces

My name is Crane. Don't call me Greene. Or Clay. Or Graham.

It should not make any difference to me, but it does. I think I am somebody. Most of the time I am thinking about myself. To me I am the most important person in the universe. I can laugh when you don't remember the name of the President, or the heavy-weight champion, or when you call Mr. Rockefeller John L. instead of John D., but when you get my name wrong, it wounds me deeply. I may not seem to care, but I do.

Everybody hates to be classified. Each of us thinks he is Individual, somewhat of a Personage. So don't act as if I were just A. Customer, one of a crowd, a Common Noun. I am not just another man who wants to be waited on; I am George W. Mee; and when you make that fact prominent I am tickled; and the roll in my pocket begins to loosen, and the bills thereof yearn to go over and join you.

Remembering names and faces is not difficult. All you need is practice and system. Get a little book. Set down in it the names of those with whom you may have to do business. Note some peculiarity of each one's face or figure. Study the list in your leisure hours. *You ought to know your customers as you know your alphabet.*

Inform yourself about me. Ask how my boy is getting along in school. Tell me that you are glad to hear that my wife is up and around again, or that I have got that railroad contract I was after. To me these things are a deal more vital than the League of Nations, or even yesterday's baseball game.

Don't be afraid of flattering me. Bless your soul! every living man loves flattery as a monkey loves sugar, and if one says he does not, you can flatter him by telling him he cannot be flattered.

#### Be Dependable

Nothing in this wide world pleases a man more than doing for him just what you promised to do. *Keep your word, even in little matters.*

If you say you will be at my place at a certain time, be there. Or telegraph. Fifty cents spent on the Western Union is a good investment, if it starts favorable vibrations in my mind, and creates the impression there that you are anxious to have me think that you would rather break your neck than your promise.

*There is no part of your personal assets*

*more valuable than to be known as a man whose slightest word is as good as his bond.* It is the people who are punctilious about keeping their word who naturally gravitate to positions of trust. Lying, or forgetting, is expensive, even for a politician.

#### Don't be Egotistic

Don't show off. I don't want to know how smart you are. It doesn't interest me how much you know, and how handsome you appear.

Turn the spotlight on Me. I'm It. Talk about Me, not yourself. The fisherman does not bait his hook to please his own taste in worms; he seeks to please the fish.

Hence, swallow your vanity. It drives me out of your store. Don't be haughty, chesty, positive, touchy, intolerant or indifferent. Just be natural and bow at My shrine. It's all in a day's work.

You don't have to be a hypocrite. Only be self-controlled. *Be master of yourself, if you want to be master of the situation.* Let me be insolent and unreasonable, and vacillating, and irritating. What do you care, so long as you can sell me a \$900 overcoat? You keep your temper with children, why not with customers?

And if you are working for a corporation, don't let your egotism cloud your loyalty. *Stand up for the House. Let the good name of the Concern be to you as the apple of your eye.* That never fails to make a good impression on me. For, I reflect, if you are unfaithful to them, why should you be faithful to me?

Don't be too humble. Don't be a Uriah Heep. In everything we must keep a sane balance. Be polite, but not obsequious; pleasant, but not grinning; dignified, but not starched; friendly, but not familiar. Success is like walking a tight rope.

#### Think Success

When you start out in the morning, and one of these fool premonitions comes to you that this is going to be a bad day, put it out of your mind, think of something else, forget it. A destructive thought can do you more harm than your worst enemy.

Speaking of enemies, don't have them. Don't fight, don't get even. Ignore. Life is too short for grudges and vengeance. Go on. Let the other fellow stew. You keep sweet. Nothing can punish him worse.

*No good comes of conflict. It is cooperation that produces.* Find the people you can work With, and don't waste energy and time on those you have to work Against.

Here also you must keep your balance. Don't be over-confident, or too visionary. But remember that when you approach me to sell me a house on Pritania Street, there must ooze forth from your manner the quiet conviction that it is the best house in town for me.

Don't look failure, and don't talk it. Don't tell stories of failure. Talk about the winners. Breathe prosperity.

I want to see Success in your eye, in the way you use your hands, in your clothes, in



your clean collar and shiny shoes. I want to taste its honey in your speech, and hear its fluttering Cupids in your conversation.

Because success germs make me buy, and failure microbes hold me back.

**Be Human**

*This is the last and greatest commandment.* You are a Human Being. That is why your firm pays you. If the House did not think it needed a Man it would have sent a catalogue. You are commissioned to make

friends. *For all business prosperity rests at bottom on friendship.*

Hence, put the human touch in your salesmanship.

Laugh. Not too loud, nor too often, but laugh. Not at me, but with me.

Be good-natured. Keep all traces of bitterness out of your speech. Nothing is so contagious as good humor. Don't be flip-pant, nor smarty, but be genial. Don't take things too seriously.

Remember, I am the garden where you

want to grow your crop. So warm me with the sunshine of your optimism, water me with the rain of your sympathy, hoe me and plow me with your genuine interest in me, plant in my mind your carefully selected facts and inducements, and don't forget that you cannot raise corn and potatoes with a club or a wet blanket.

*Selling goods is about the most human transaction there is.* Conceive it so. Get it into your mind that you are doing me a real service, that you are a useful public servant, that it is really to my advantage to buy your cash register, that I will be the happier for it; and do not give place to the notion that you are a sharper, a confidence man, trying to induce people to get what they will regret.

Selling goods, as I said before, is a great business. It is noble. It is worth any man's while, or woman's either. The world has always regarded the professional people, such as doctors, preachers, actors, authors and lawyers, as a little higher than mere tradesmen, conceiving the former to be in a way useful servants of the community, and the latter to be out only for the money. But we are coming to a better understanding, for we are realizing that the business man, after all, touches humanity most intimately of all. It is he that feeds, clothes and provides tools for the great household of mankind. *And ethics, high principle, a sense of responsibility and a civic conscience are even more necessary in the Salesman than in the Talker, Producer, or Ruler.* The moral tone, and the degree of civilization, in a community, are best determined by the character of its Salesmen.

(Continued on page 21)

# "Pop" Goes the Coal Pile

**The Pop Valve and the Coal Bill**

All steam escaping through the Pop Valve is wasted steam.

**WASTED STEAM means WASTED COAL.**

An engine popping one minute wastes 15 to 20 pounds of coal.

Every minute you cause your engine to pop requires the handling of an extra shovel of coal—"into the firebox—out the pop."

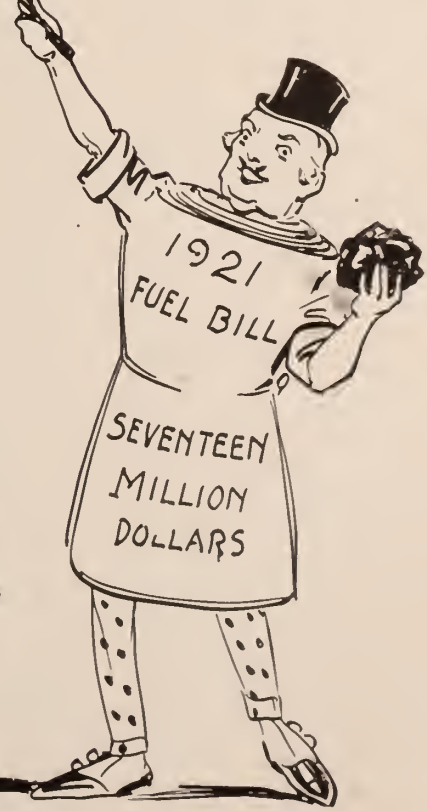
If every engine in service on the Baltimore and Ohio popped only one minute in each eight hour tour of duty, 15,000 tons of coal would be wasted in this manner in a year.

Of course our engines pop more than one minute in each eight hour tour of duty. Just try keeping track of it and see for yourself how much coal YOU are wasting on your trick—one minute 15 pounds—5 minutes 75 pounds or enough in five minutes to heat your house for a day.

Now, try to SUPPOSE YOU had to pay for this wasted coal.

On the Baltimore and Ohio, all the engines in service popping for an average of 5 minutes in each eight hour tour of duty would mean about \$1,000 wasted, or the large sum of \$365,000 per year. In round figures this is equal to the interest on \$6,000,000 (six million dollars) and the latter sum would pay the wages of all our road engine crews for five months.

Any locomotive "Popping Off" is advertising the wastefulness of the engine crew in charge—NUF CED.





# Christmas Comes to Cove Crossing



*Illustrated by*  
H.D. Stitt

*By* Mary Mabel Wirries

NO one ever dreamed that Goliath would stop at Cove Crossing. Least of all Goliath, or Maribelle—or Cove Crossing itself.

Goliath was the finest engine on the Middle States Road. Shiny and huge and wonderful, majestic of line and grand of aspect—that was Goliath. And Goliath pulled the Flyer—the Flyer that carried the World-in-haste, and his wife-in-a-hurry. Cove Crossing, with its unsightly, fallen-to-pieces rail fences, its miniature jungle of unkempt berry vines, its apologetic caricatures of houses, was to Goliath as an ant hill to an eagle. True, the rules of the Middle States rendered it imperative that even such an insignificant crossing as Cove be hailed by a whistle, but outside of that one grudgingly contemptuous daily blast, Goliath never recognized the place. If anyone had ever hinted that some day the freckled hand of Peter O'Reilly, engineer, should be coaxing Goliath and the Flyer to a stop at this tiny blotch on the map of Ohio, the huge road-steed would have snorted a steam-exhaust snort that would have caused Cove Crossing's scared houses

to scuttle beneath the berry vines for safety. And yet—but first I must tell you about Maribelle.

Maribelle lived in the smallest and brownest of the two houses at the crossing. It was a very old house, like the two old folks who had owned it these past sixty years. It creaked on windy nights and voices from the past whispered through its dusty eaves. It was a very poor house, too. A discerning observer would have noted how threadbare were the rag carpets, how there were gaping slits in the window shades, how the stuffing peeped raggedly from the old-fashioned furniture, and even the very best red table cloth had been darned in ten places. And yet there was an air of spotless cleanliness about it that made it very wholesome and good to look upon, and even if Grandma Dixon often overlooked the cobwebs in the chimney corner because her "specs" were "nearsighted," there wasn't a Saturday or a Wednesday in the year that the splintery pine floors weren't scrubbed and polished with white sand.

Maribelle had never known any other house but the tiny old one, and

she thought it was beautiful. Her own room was the prettiest. The wall paper had roses in it, roses that had faded to a queer, yellowish nondescript tint, but were still roses. There were five hundred and sixty-nine of them on the ceiling alone—she knew because she had counted them, often. The curtains were of ruffled white muslin, and Grandma kept them tied back with red ribbons. The ribbons were particularly interesting, too, because Maribelle's mother had worn them when she was a little girl, and they weren't of red silk, like most ribbons, but of red calico.

"I mind, Honey, how your mother looked the first day she wore 'em," Grandma would reminisce, while her blue-veined old hand patted the bows." Her eyes were just as big and shiny like yours, Maribelle, and she had bangs, and her cheeks were just as red as the ribbons. Poor babe, to think that she isn't here now, and you—" and then Grandma would stop, all chokey-like, and wipe her eyes on the corner of her checked gingham apron, and go hurriedly away into the other room, where Maribelle could hear her making



queer, muffled sounds and blowing her nose vigorously, and then Maribelle would know that she was crying. Grandma always cried when she talked about Maribelle's mother, because Maribelle's mother had been Grandma Dixon's only child, and she had been dead ever since Maribelle was a baby. Once Grandpa told Maribelle about the night she died—that dreadful night when the Twentieth Century Limited went over the trestle at Turtle Gulch, and Grace Dixon and her young husband were among the fifty victims who lost their lives. In Grace's arms when they picked her up was Maribelle.

"You was just so little and sweet, Honey, and you clung to my finger, and looked at me with your big eyes as if you knew what all the sorrowing was about. Seems like, if we had to give up our girl, God couldn't have sent us any sweeter thing to help us bear it."

It was thus he ended the story, and Maribelle, with her grave eyes fixed on his trembly old face, sighed and said:

"Yes, Grandpa, I'm so glad you've got me, but sometimes I think it would be a whole lot nicer for you if I could walk."

Whereat Grandpa blew his nose, too, at a great rate, and wheezed.

"Now Honey, now Honey! Don't you go to worritin' about anything."

That was the sad thing about Maribelle, you see, she couldn't walk. Her spine had been injured in the wreck, and though she was eight years old, she had never yet been able to take a single step. Sometimes, when the Black Pain came, she lay in her bed for days while tiny bits of moisture beaded her pale lips from which issued weak little moans. Then Grandma Dixon was very white and shaky too, and sometimes she broke a dish or spoke tartly to poor inoffensive Grandpa, who tip-toed in and out, and shook his head almost constantly.

But more often Maribelle sat in the rocker by the muslin curtained windows, and played at gay games of make-believe with little Johnny Dobson who lived across the way. Johnny was eight, too, and he wasn't ashamed to admit that he loved Maribelle and her games more than anything in the world except his mother. At Maribelle's one could find Fairies of Happiness hiding behind the logs on the log-cabin counterpane, and Elves of Joy dancing on the tips of the morning-glories that peered around the corner of the window. Lacking real factory-made playthings, Maribelle fashioned fan-

tastic figures from bits of cloth and paper, and gave them queer names of her own choosing. Then, when other sports palled, there were the trains. Best of all, they watched for the trains.

There was scarcely a trainman on the Middle States who did not learn to look for the two eager childish faces—the one so ruddy and glowing, the other so ethereally white—and for the frantically waved hands. The slow freights were best. They threw out things—old magazines with pictures in them, and comic sheets from the Sunday papers, sacks of candy and Hershey bars, peanuts and fruit. But the fast trains were the most thrilling. They got only a glimpse of them as they thundered by, but that glimpse contained something so awe-inspiring as to be almost terrible. The passing of Goliath was the crowning event of the day.

"Look, Maribelle, isn't it big? Wouldn't it be swell if it would stop and take us somewheres?"

"Oh, Johnny!" The very thought was breath-taking.

Christmas was coming. It wasn't more than November 'til Johnny changed the usual ritual. This time it was:

"Golly, I bet Santa Claus could get around fast on that train. Bet that would beat his old reindeers. Maribelle, suppose it should stop on Christmas morning and Santa Claus should get off?"

"O-o-oh!" Maribelle turned pink-cheeked with excitement. Then she became practical.

"But it won't, Johnny, because Santa Claus doesn't ever bring us enough to bother about hauling it in a big train like that. We wouldn't have much Christmas if Granny and your mother didn't bake the Christmas cookies, and Grandpa didn't cut a little tree out of the clearing. Last year Santa just brought me two clothes-pin dolls. My, I'd like to have a big one onct!"

"Would you, Maribelle? How big?"

"Oh, a great big one, with eyes that open and shut. 'Member that one we saw in the picture book that came off the freight train last summer? It slept and cried and said 'mama,' and walked, and everything. Wouldn't make so much difference if mine couldn't walk, though. I can say it takes after me."

"Well-l." Johnny was thoughtful, "I can't see much in a doll but I'd like to have a good dog. There's lots of tramps around here, and he could scare 'em off. 'Spose it ain't no use wishin,' though; all I ever

git is a wooden whistle and a new pair of knitted mittens."

It wasn't long after that that the Black Pain came to Maribelle. This time it was worse than ever before, and the doctor from the village came every day. Johnny was banished from the sick room, and in the intervals before and after school he haunted the Dixon "settin' room" wincing whenever he heard the pitiful moans from Maribelle's door, but seemingly unable to tear himself away from the near presence of his playmate. It was less than two weeks 'til Christmas now, and he began to wonder if this weren't going to be a very bleak Christmas without Maribelle to help eat the Christmas cookies. Then he heard Grandma Dixon and his mother talking in the kitchen. They were talking low, and Grandma Dixon was crying. She seemed to cry a lot these days.

"He says this spell will pass in a day or two now," said Grandma, "but it will come back worse and worse until the end. Oh, Mis' Dobson, seems as though I can't stand it when I think as how she'll never see another Christmas. Why does He take the young sprouts, and leave us old dead trees? She is bad off, I know, crippled like that, but she plays so happy all the time she is like a bit of sunshine in the house."

And then his mother's voice, low and soothing, and Grandma's sobs ceasing, and a renewal of the talk about Christmas. They had moved to the other side of the kitchen and he could only catch snatches. It was Granny's voice—

"A doll—just any kind—she never had one, but we can't. If Father's potato crop hadn't failed! I'd counted on that. Seems like it, just hustles us to have enough to eat this winter—and now this doctor bill again. 'Twouldn't be so bad if it wasn't her last Christmas."

"I know," his mother sighed heavily, "seems like we can't get enough for our crops now to keep us in shoes. We can't even get Johnny a dog. I thought I'd knit him some mittens. Maybe I can find time to crochet a little jacket for Maribelle to wear when she can sit up."

The door closed, and he could not hear the grandmother's reply. Johnny was sitting on the floor with his head resting on the window sill when Grandpa came in with a stick of stove-wood. He put the wood in the stove and wheezed asthmatically.

"What ye thinking about, Johnny-Boy? Wishin' for Maribelle to get better so you can see her?"

The boy looked up with a shy smile. "Yes sir," he nodded. "That.



And I was wondering who was the richest man in the world. Do you know, Grandpa?"

"Well-1," Grandpa grew reflective, "I don't just rightly know, Son. There's some as is rich and there's some as is richer. There's Rockefeller, and Morgan, and a fellow named Hogan over here to the Center as used to keep a saloon and they say he's got enough money to buy all the farms hereabouts. But the richest man in the world—Jemme see, now. I reckon he must be the President of the Middle States Road. Must take a powerful lot of money to keep up a lot of trains and roadbed."

"Who is he, Grandpa? Where does he live?"

"Sakes, Boy, I don't know. I ain't much good on names and addresses. I reckon the mail-carrier would know. That's what he gits paid fer."

\* \* \* \* \*

The postman reined in his lazy gray mare and stared in amusement at the diminutive figure that blocked his way.

"Well, Johnny, what is it?"

"Please, Mister Gates, will you send this for me? It's to the president of the Middle States Rail Road. Will you put his address on? Grandpa Dixon said you'd know it."

"He did, did he?" laughed the postman, genially. "I always thought that anyone who was so intimate with the president of the Middle States as to write him letters already knew his address. Got it stamped?"

"No sir, but here's a nickel outta my bank. Please, will you mail it?"

The postman looked at the serious face of the boy, and smiled again.

"Life or death, is it?"

"Yes sir," said Johnny, solemnly.

"Well, all right then. I'll get the address from the ticket agent over to the Center. Suppose you're applying for a job as engineer of the Flyer. All right, Johnny, I hope you get it. G'lang Debbie."

\*\*\*\*\*

"Want to spend your Christmas in the jungles, Steve?"

Stephen Galbraith, famous surgeon, looked up from the pile of correspond-

ence that littered his desk to meet the questioning eyes of his visitor.

"Anywhere with you, Beloved," he quoted, "even to the land beyond the stars. Chant on, chant on, old boy. Whither away?"

"Don't be a fool," inelegantly returned he whom Grandpa had designated as the richest man in the world, "I'm not kidding. Read that."

He tossed a badly-soiled envelope on the other man's desk. The sprawling inscription across the face read: TO THE PREZZIDENT OF THE MIDUL STATS RODE, and beneath it in more conservative and mature characters: T. L. Magruder, 1900 Exchange Bldg., Chicago, Ill.

Galbraith eyed it without opening it.

"Looks like a Black-Hand communication," he commented, quizzically. "What do you want me to do? Go out and put the million in the hollow log? Not on your life, Tommie! I have a wife and children dependent on me for their daily ice cream. You'll have to take it yourself."



There was one painful half hour for Maribelle while the big surgeon examined her twisted spine—but then there was all the rest of the day to play with the new doll, whom she named Mildred Magruder in honor of the pretty lady



"Don't be foolish! This isn't any joke. It's from a kid. Read it."

"Oh, very well," with a resigned sign. "In which part of your coal bin have you been keeping it." I should—really I should—have rubber gloves."

The mockery faded from his face as he read, though he still smiled whimsically at certain passages.

"Dere Mister Prezzident. Grandpa Dixon says you are the richest man in the world." ("He never heard of me," said the irrepressible Galbraith.) "and so i am going to rite to you and tell you about Marybel, wich is my playmate only she cant run around and play becuz she is sik, and cant never walk tho she is ate yeres old just like me and i have walked for severl yeres. You see, she was in a reck and her ma and pa was kild and she was a baby and it hurted her back and she cant walk. Marybel is the best litl girl and she laffs all the time sept when she has the Pain and then she just grones. Her Granny told my ma this is going to be Marybels last Crismus and she cant get her no doll becuz grandpa didn't have any potatoes this yere and ma says no we cant get enuf for our crops to by shoes and we cant get Johnny a dog ether—Johnny is me—and so i suppose the reson this is Marybels last Crismus is becuz we are getting porer every yere and Crismus aint comin to Cove Crossing any more, and as long as it aint it semes to bad Marybel cant have her doll like we saw in the picters. it was a big doll and it shut its eyes and Marybel aint never had any doll but closepins. So plesse Mister Prezzident if you kin sperr the munny wont you by Marybel a big doll like that and send it down on one of the slo frates for they all no us and they will drop it off. tell them where the litl sik girl allus waves at them at Cove Crossing and she will get it. You neednt bother bout anything for me cuz i kin walk and when you kin uze your legs you dont mind not havin Crismus so much. Yours trulie. Johnny dobson."

The world-renowned surgeon took a handkerchief from his hip pocket and wiped his eyes.

"Think my eyes are getting bad again," he explained. "I'll have to have my lenses changed." Then with a swift reversion to his former facetiousness: "Well, Tommie, Old Boy, when do we start?"

\*\*\*\*\*

It was Christmas morning at Cove Crossing, and Maribelle was able to sit up. The Black Pain had left her whiter and thinner, but it hadn't

robbed her of her ability to "laugh all the time." She laughed now as she watched Johnny and Grandma trimming the Christmas tree with garlands of colored paper and strings of corn. And then they heard a train whistle.

"Oh, Johnny, quick! It's time for the Big One!" (for that was what they called Goliath). Always by this time it would have passed, but not this morning. Something was wrong. Goliath in his steely heart wondered what was the matter with Peter O'Reilly, his beloved engineer, for slowly, surely, the miracle was coming to pass. The Mountain was coming to Mohamet. Goliath was stopping at Cove Crossing. From a rear coach there stepped four personages: a pretty little woman, swathed in expensive furs, the wife of the "richest man in the world;" a freckle-faced, massive-shouldered Irishman, the "richest man" himself; a tall, lean, humorous-eyed Yankee, the famous surgeon; and last, and most magnificent, a coal-black son of Africa, laden with sundry ribbon-bedecked parcels and who was hampered considerably in his triumphal approach by the impertinent gambols of a yapping bull pup, who in a few months would be able to win a blue ribbon at any dog show.

Such a day! A day of explanation, and presents and tears and laughter. A day of roast chicken, and chocolates and grapes, and cakes and oranges. A day of gamboling with the bull pup for Johnny and of being hugged by Grandma, and teased by the big surgeon, while his mother looked at him wonderingly and proudly and said, times without number: "Well, Johnny, whatever made you think of it?"

There was one painful half-hour for Maribelle while the big surgeon examined her twisted spine, and poked her here and there with the strong yet gentle fingers that had such a faculty for hunting out the hurty places—but then there was all the rest of the day to play with the new doll, whom she named Mildred Magruder in honor of the pretty lady. A day of reassurance for all of them—an assurance that Christmas was coming next year and the year after and the year after that—even for Maribelle, who was soon to ride up to Chicago for what the big surgeon called an "operation," and who was going to be able to dance around the Christmas tree this time next year. Then the coming of evening, and the departure of the guests on another train, that stoppd, even as had Goliath, at Cove Crossing.

Maribelle, Mildred Magruder, Johnny and Steve, the bull pup (Mr. Magruder had named him that because he said he had Dr. Galbraith's playful disposition), waved fondly from the window, while Grandma and Grandpa and the senior Dobsons stood out in the yard, knee-deep in snow, and waved, too.

Then came night. A star, glowing and brilliant—it might have been the Star of Bethlehem—hung over the ragged tops of the naked maple trees and silvered the roofs of the brown cottages. It peeped in through one window and found a boy sprawling at rest with the cool snout of a prize bull pup buried in his neck. It peeped through another and found a little girl child sleeping with a richly-dressed doll clasped tightly in her arms. It peeped through yet another and found an old woman kneeling by her bedside, absorbed in prayer. All three were smiling. Christmas had come to Cove Crossing.

## Transportation Salesmanship

(Continued from page 17)

It will be apparent to all readers that these "Commandments" are equally as applicable to the selling of transportation as of any other commodity.

Too much cannot be said concerning this vitally important subject of Salesmanship on the railroad, and the more this phase of the transportation industry is developed the larger will be the measure of success of the company specializing in this direction. Salesmanship is a profession and, as with any profession, proficiency is not an overnight accomplishment but the result of constant study and application.

Business is better now and is expected to show further improvement. But it is also a period of the keenest competition and most profitable to those railroads that have real salesmen to get business and real operating men to deliver the goods.

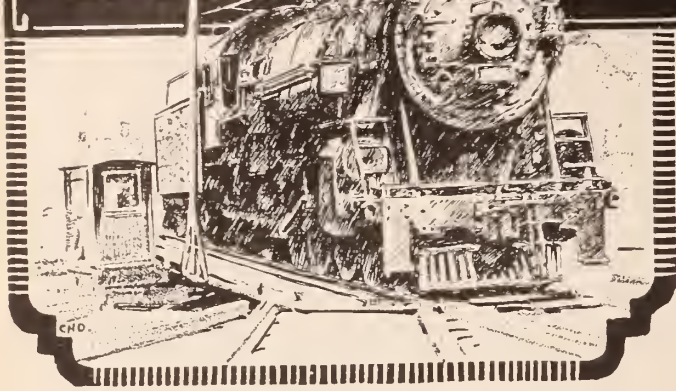
So let's take personal inventory today and aim to make of ourselves a body of Baltimore and Ohio salesmen of which we and the Company may be justly proud.

Mr. Irving T. Bush, when asked to select a quotation to be inscribed over the fireplace in the club house built by the longshoremen at the Bush Terminal, wrote the following, which was accepted and used:

"Success is not an accident; it comes to the man who does his job a little better than the other fellow."



# The Editor's Turn Table



## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*  
 MARGARET TALBOTT STEVENS, *Associate Editor*  
 CHARLES H. DICKSON, *Art Editor*  
 Office, Mt. Royal Station, Baltimore, Md.  
 HERBERT D. STITT, *Staff Artist*  
 GEORGE B. LUCKEY, *Staff Photographer*

### Encouraging Poor Spelling

The teacher was giving an oral spelling lesson. It was William's turn. The teacher looked at him and gave the word "slow."

"S-l-o," answered William promptly.

"Wrong," declared the teacher.

"No, Ma'am," declared William, "for out on the sign post the notice for people who drive automobiles says, 'SCHOOLHOUSE—SLO DOWN,' and the man who wrote that sign ought to know."

William was right, "The man" ought to know, but does he? He probably thought that in order to attract the attention of the public, he must do it in this sometime unusual way. The effectiveness of this is questionable, to say the least, but the idea of misspelling words in order to accomplish this end is not questionable—it is wholly bad. Time was when children might have learned spelling lessons from advertisements. Not so now. Words are shortened, lengthened, and twisted to suit certain individuals whose original ideas for advertising are so exhausted that they must resort to methods which set a bad idea before school children.

On our own pantry shelf there is a certain brand of pudding, cornstarch, or something of the kind, the name of which is misspelled because there isn't room enough on the package to spell it correctly in the big letters the manufacturer wishes to use. It is spelled correctly in the directions, printed in smaller type. How can we expect our children to be good spellers when words are misspelled before their eyes in big, red letters, every day?

Then there is that other menace to the education of school children—poor sentence structure. In one advertisement that I noticed recently is this sentence, "No rubbing except wristbands." As that sentence stands the meaning is not clear. The insertion of the little preposition, "on," between the words "except" and "wristbands" would make the sentence mean what it is intended to mean. A more recent one seen in the Baltimore trolley cars reads: "It's a life preserver as sandwiches." I looked at it from behind a woman's hat one day, and try as I might, I couldn't get any sense out

of it. After I saw the picture of the loaf of bread which accompanied it, I figured it out to mean that if the bread is made into sandwiches it acts as an appetite life preserver for the picnic.

Proper spelling and simple English words, correctly used, will help that slogan, "Truth in Advertising," considerably.

### The Truth!

"Nothing is so disarming, nothing so compelling as the whole truth, plainly and sincerely told. Forgetting morals and looking at frankness merely as a matter of business, it is the most powerful ally any man can have. The man who tries to be 'tricky' or 'cute' is his own victim in the long run. Whoever tells less than the whole truth is giving himself less than a whole chance for success. If you are trying to make a deal with a man and he senses that you are holding something back, he becomes suspicious immediately. You see, he doesn't know *how much* you are withholding. A normal human being will try to out-trick anyone he suspects of trying to trick him, but nine men out of ten will meet perfect candor with fair dealing. I've heard men go around boasting that they always have something up their sleeve. What they probably have up their sleeve is the ashes of blighted opportunities."

### A Remarkable Prophecy

Several years before the invention of the locomotive by Stephenson in England, Oliver Evans, of Philadelphia, wrote an article of which the following is an extract.

"The time will come when people will travel in stages, moved by steam engines, from one city to another almost as fast as birds fly—fifteen to twenty miles an hour. Passing through the air with such velocity—changing the scenes in such rapid succession—will be the most exhilarating, delightful exercise. A carriage will set out from Washington in the morning, and the passengers will breakfast at Baltimore, dine at Philadelphia, and sup at New York the same day.

"To accomplish this, two sets of railways will be laid so nearly level as not in any place to deviate more than two degrees from a horizontal line, made of wood or iron, on smooth paths of broken stone or gravel, with a rail to guide the carriages so that they may pass each other in different directions and travel by night as well as by day; and the passengers will sleep in these stages as comfortably as they do now in steam stage-boats. A steam engine that will consume from one-quarter to one-half a cord of wood will drive a carriage 180 miles in twelve hours, with twenty or thirty passengers, and will not consume six gallons of water. The carriages will not be over-loaded with fuel or water. . . . And it shall come to pass that the memory of those sordid and wicked wretches who oppose such improvements will be execrated by every good man, as they ought to be now."

Evans was one of the foremost of the early American inventors. He invented the high-pressure steam engine, and influenced manufacturing in a hundred different ways.

In the above quotation it will be observed that he had little patience with those who opposed a new idea. It is recorded that once, in a fit of temper, he destroyed the drawings and records of more than eighty inventions.

—WILLIAM FEATHER in *The William Feather Magazine*.



# Homilies of the Hudson

## Work

There is a motto under the glass top on the desk of the Boss that reads:—"There's no fun like WORK." It was placed there by a former boss, who has since been advanced, probably because he proved the motto. When I first noticed it I read it aloud, in his presence. There might have been a note of questioning in my voice because he quickly confirmed it by saying:—"There isn't."

Much has been written and said about work, ever since the flaming sword pointed the way to it from the gates of Eden, and many and varied have been the constructions placed on this capital word. Whether it means "fun" or not depends on what one understands the word to imply. If it means harrassing drudgery, with pain and fatigue, and no hope, the fun certainly is lacking, but when work means *to do and get done* instead of *to do and keep on doing*—when it is a performance productive of results to which one can look with self-satisfaction, work may be a joy, or "fun."

Many of those who have only an abstract idea of work are frequent commentators on the beauties and benefits of it. In one of his lectures John D. Rockefeller, Jr. has grouped the workers into three classes—those who lie on their backs in the bottom of the boat and drift (the hoboos?), those who work the oars with the current, and those who pull up stream and finally "arrive." (He says nothing about those who "buck the tide" but never arrive.) In the same sermon he also criticises such as "complain of inadequate pay and the high cost of living." The implied moral is that "sawing wood and saying nothing" is the ideal state of being—for the workers.

The wife of a supreme court judge, Mrs. E. Lazansky of Brooklyn, is quoted as saying:—"Many people cannot understand anyone liking work. Those people have never known the joy of the right job." That is true enough, in part, but as only very few workers are in the fortunate position of Mr. Rockefeller and Mrs. Lazansky, to pick the right job, the most satisfactory thing for the worker is to accept his particular job as the right job and go to it as if it were his specialty, as if he and the job were created for each other, for, as "Spectator" says: "Man is a working animal. He was intended by the Creator to WORK and to find the joy of living in it." Though this idea does not exactly conform to the version of God's intentions as given in Genesis, I would rather believe that "Spectator" is right and Moses mistaken.

## Fable of the Ringtail Monkey

Once upon a time there was a Medicine-man who "knew a lot" (this is a fable) and was credited with being a magician and miracle-worker. By cunning devices his fame had been broadcasted far and wide. It was proclaimed that he had succeeded where Ponce de Leon failed; that he could stop the "fugiting" of Time—even turn it backward—by means other than the daylight saving schemes invented by modern legislators; and that he would do it for a fee commensurate with his skill and the ardor of the victims' desires.

Only possessors of great wealth were his objects, and subjects. His black magic he named "grafting." By combining Burbank's methods with those of the ward-



heeler he "grafted" coming and going. He "grafted" something onto the patient and it reacted with return "graft" from the patient. He would take a piece of a parrot's tongue and convert a dumb man into a stump-speaker. By transplanting the proper portion of tissue from a fowl to a victims nose it resulted in producing fresh eggs by sneezing, and so on.

But the most miraculous miraele, that which had made his name and fame reach from his "insanitarium" across continents and oceans, was the grafting of a monkey gland onto or into a wealthy patient whose anatomy had undergone some undesirable changes brought on by Time, such as a hardening of the arteries and softening of muscles and brain. His theory was that to turn time backward it was necessary to reach back to man's prototype for the active principle. The logic was not bad, but the operation did not turn out to meet expectations. Still the result was none the less miraculous. The patient developed a fine tail that was *visible to everyone. except himself.*

—  
She

*Resolved*

That these post-bellum seasons  
Furnish many, many reasons  
Why a poor mere man should render  
Added homage to the "she."  
She has turned the fabled table  
And has proved herself quite able  
To stand up, her own defender  
In the courts of equity.

Yea—every day the news brings to our notice some new achievement by woman. She is mastering the professions, occupying the pulpits, the bench and the chairs of science as well as barbers' and bootblacks' chairs: she has invaded the army and made a good showing both in the Salvation Army and the Battalion of Death; she has entered the sports, peaceful and militant, healthful and unhealthy, and she makes her mark everywhere.

*But—*

With all this to her credit  
There is one thing—Moses said it—  
There is one thing that the "females"  
Of the species" cannot do:  
Be they preachers, doctors, friskers,  
They can't raise and exploit whiskers,  
Such as heaven gave the he-males  
For the hot air to pass through.



# Some Thrift Items—Written by Our Men!

## A Converted "Flivver" Makes a Good Shop "Mule"—A Great Time and Labor Saver

By F. W. FRITCHEY, Master Mechanic, Riverside

KEYSER, West Virginia, is the main station on the West End of the Cumberland Division, having in charge a master mechanic who is responsible for the territory into yard limits at Grafton. This territory includes three helper stations, Piedmont, M. & K. Junction and Hardman—all in West Virginia—and also an important car inspection terminal, Rinard.

A profile of this division shows it to be the most mountainous on the system, and grades are of such a percentage as to require the use of helping engines on practically every train passing over the division.

The engines used in this helping service are of the utmost importance, and it is quite necessary that they be kept in continuous service, 24 hours daily, with the necessary relief for running repairs. Because of the strenuous service they are required to perform, however, quite frequently vital parts of the engines become disabled, rendering the equipment unfit for service until repairs can be made.

The size of these stations does not warrant carrying a large supply of material, and, necessarily, the main station, Keyser, is called upon daily to furnish the emergency parts for restoring engines to service.

At times practically every local passenger train leaving Keyser contains material for one or the other of these helping stations, which material is urgently needed to restore valuable equipment to service and prevent delays to important trains.

Frequently hurried calls are received at Keyser for material, with only a few minutes to locate the material and get it to the station in time to load on the first train en route to the station requiring it.

The present means of transporting this material from the shops to the station is on a 4-wheel track truck, propelled by hand power, requiring at times four to six men.

On the other hand the converted truck shown in the picture can be operated much more quickly, thereby saving time, and, by reason of the latter qualification, it permits of the quicker transportation of emergency material to the line of road stations, resulting in quicker restoration to service of a needed and valuable piece of machinery, viz.: the locomotive disabled for want of the material in question.

In many modern plants motor vehicles called "Shop Mules" have been adopted to supplant human efforts, and result in efficiency and economy. Our FORD truck in this case could be similarly called.

Incidentally the building of this "shop mule" at Riverside made quite a bit of fun among our men; it was summarized in the following verses by P. Feeley:

### Look Who Did It!

This thing was once a beautiful flivver,  
Belonged to a very charitable giver;  
Brought in the shop, and just by luck,  
Was formed into a handsome truck.

One thing sure, I don't like to blab it,  
The mechanical work was performed by  
"Rabbit" (Gallion).  
And to make the truck become a good  
looker,  
They got the assistance of old boy  
"Hooker" (Stephens).  
Then old "Jake" (Leister) worked on it day  
by day,  
Until his hair completely turned gray.  
He sure did build some handsome back  
For a thing like this on the railroad track.

### Section Foremen A. L. Wilfong and S. S. Queen, Charleston Division

SUPERINTENDENT Trapnell had the pleasure during November of writing to both the above named employes to commend them for their interest in saving Company material:

Foreman Wilfong for picking up and returning to the Company twelve grease cups and one coal pick; Foreman Queen for finding and returning nine grease cups.

Such employes, with the Company's interest at heart, are the back bone of our organization.

### Engineman A. B. Haller and Fireman C. E. Jacobs

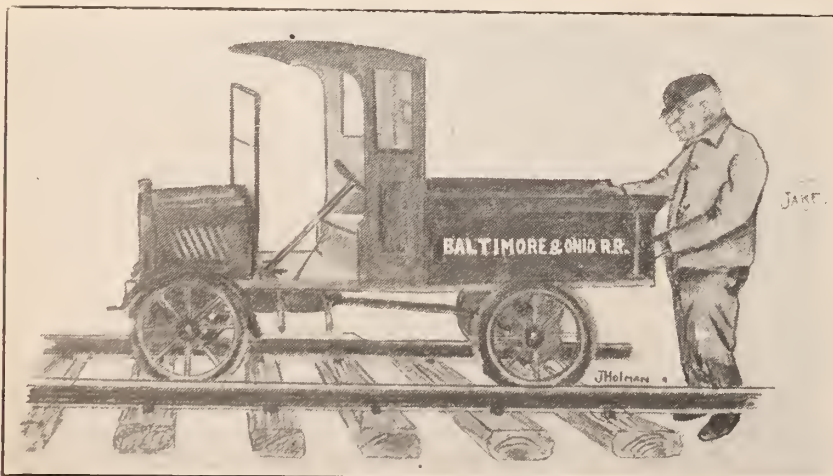
#### Commendable Saving of Coal

ENGINEMAN A. B. Haller and Fireman C. E. Jacobs of Brunswick, Md., running on Trains 80 and 81 on Washington County Branch, have for some time been keeping account of their fuel performance. They estimate that the average fuel consumption on the Branch is about 9 to 10 tons per trip for the general run of the engines and that with the 1376, they have consistently held the fuel consumption down to five tons per trip. This represents a material saving for their Company and a creditable performance resulting from the interest and intelligent effort they have applied to their work.

They have been commended highly by their superior officers and the MAGAZINE is glad to give due notice of the meritorious performances in these pages.

### Relief Agent J. E. Hitch, Baltimore Division

THE co-operation of Relief Agent J. E. Hitch on the East End, Baltimore Division, was demonstrated while he was en route on Train No. 767, Sunday, October 8 when the end of rear driver axle broke on Engine 1445. Mr. Hitch gathered up the broken pieces and put them in a box in the baggage room at Chester Station in case they were wanted. It is usually the practice to get broken parts in cases of this kind and Mr. Hitch's action is much appreciated by the division officials.



This "Shop Mule's" Kick is Spelled T-H-R-I-F-T



# Have Other Lodges Caught the Booster Spirit These Lodges Show? We'll Be Glad to Hear from Them!

**F**EW communications have reached the MAGAZINE office during the last nine years that have struck a more hopeful note for the future of the Baltimore and Ohio than have the two reproduced below. If there are other lodges or organizations of employes on the Railroad which have passed similar resolutions we shall be glad to have them sent in so that with their publication we can show the helpful spirit of our employes and their determination to make 1923 the best year in the history of the Baltimore and Ohio.

Preceding pages in this issue tell of the earnest wish of President Willard that we shall, each and every one of us, do everything we can to run the Railroad economically from now on. What a splendid opportunity for us all to translate resolutions into action and uphold his hands to the limit of our strength!

The first resolution follows:

### To the Business Men in the City of Zaneville

You will please read the attached copy of President Daniel Willard's letter to the Officers and Employes of the Baltimore and Ohio System.

(Attached was the letter which appeared on page 4 of the October issue of our MAGAZINE.—Ed.)

We, the Federated Shop Crafts, have passed resolutions, which are as follows:

"We as employes will use every effort in restoring to normal conditions the rolling stock of the Baltimore and Ohio Railroad at the earliest possible moment.

"We feel that President Willard has been generous and fair minded in his treatment of his employes, and in order to regain what has been lost we would earnestly solicit your business. We ask this as a special favor, assuring you that in return we will do everything possible to put business in your way for the same."

(Signed) Federated Shop Crafts,  
H. E. TOLL, President  
J. S. BLACK, Secretary.

The second resolution is quite as interesting, and reads:

BALTIMORE, MD.,  
November 11, 1922.

Mr. DANIEL WILLARD, President  
Mr. C. W. GALLOWAY  
Vice President Operation and  
Maintenance  
Baltimore, Maryland.

Dear Sirs:

At a regular meeting of the Royal Blue Lodge No. 511, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes, held on Wednesday evening November 8, 1922, the following resolution was offered and passed unanimously:

"WHEREAS, we are advised that a Booster's Club has been organized, which includes in its membership all members of our Brotherhood, and whereas we are further advised that

the object of the Booster's Club is to do all in our power, in an effectual manner, to boost the Baltimore and Ohio Railroad Company to the end that the efforts of each and every Booster will prove of a material benefit to the Baltimore and Ohio Railroad Company.

"BE IT THEREFORE RESOLVED— that we members of Royal Blue Lodge No. 511 of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes heartily indorse the spirit that prompted the formation of the Boosters' Club; therefore be it further resolved that it is the sense of Royal Blue Lodge No. 511, that we, as an expression of loyalty to our Employers, do constitute ourselves as members of the Boosters' Club to the end that each and every member shall at all times be a real Baltimore and Ohio Railroad Company's Booster.

"AND BE IT FURTHER RESOLVED— that our Worthy President be and is empowered to appoint a committee, of which he shall be the Chairman, said

Committee to be composed of no less than one member from each station within the Baltimore Terminal Division and the Baltimore Division; the duties of said Committee shall be to devise ways and means that we can materially aid the Baltimore and Ohio Railroad Company Boosters to produce results."

According to the power invested in him, our Worthy President R. L. Collingsworth appointed the following, one from each station within the Baltimore Terminals to act with him to boost the Baltimore and Ohio Railroad Company whenever we can and wherever we may be:

### Committee—Boosters' Club.

D. D. Cox, Camden Offices; J. R. Lamb, Agent's Office, Camden Station; C. T. Eakle, Stationery Department, Camden Station; J. F. Mewshaw, Platform, Camden Station; J. T. Cook, Warehouse, Camden Station; J. L. Walker, Agent's Office, Locust Point; George Craig, Piers, Locust Point; S. J. Watkins, Yards, Locust Point; W. P. Blatt, Mt. Clare; A. W. Shipley, Mt. Clare; H. E. Sipes, Yard Master's Office, Curtis Bay; B. Shemer, Agent's Office, Curtis Bay; C. W. Dean, Car Foreman's Office, Curtis Bay; C. E. Heintz, Bay View and Canton; H. H. Siltman, Fell Street and Chases.

Resolution introduced by M. H. Japper.

Attest: Approved:  
A. W. SHIPLEY R. L. COLLINGSWORTH  
Secretary President

## Pittsburgh Chapter of the Ladies' Auxiliary to the Veterans Named for President Willard

By a Member

**D**ANIEL WILLARD Auxiliary No. 5 to the Veteran Employes Association of the Baltimore and Ohio Railroad, Pittsburgh Division, held its regular meeting on November 7. We had a nice crowd out and we hope they will come back as often as possible. We were pleased to have with us our superintendent's wife, Mrs. J. D. Beltz, and also Mrs. Grow, the wife of our trainmaster. We extend to them and to the wives of our other officers a hearty welcome to come again.

After the routine of business was over, Mrs. I. H. Nicholson, in charge of our entertainment committee, assisted by her aids, Mrs. J. L. Norris, Mrs. George H.

Peters, Mrs. John McMunn, Mrs. Robert Hill and Mrs. William Cummings, served a delicious lunch which we all enjoyed. We hope to see many more coming into our Auxiliary to help us enjoy these good things.

We have named our auxiliary and we feel that we have named it for one who has done much good for all. I hope that the name which we gave it will be an incentive for us to work hard for its success and future good as the one for whom we named it has worked for all of us during the past.

We extend a cordial welcome to our sisters from other divisions to visit with us whenever they can. We shall be glad to have them.

### Office of the General Manager Eastern Lines

November 14, 1922

I extend to the officers and employes of the Baltimore and Ohio Railroad my sincere good wishes for the holiday season, and the hope that the year 1923 holds in store for them a large measure of happiness and prosperity.





# New Facilities for Fruit Auctioning in Philadelphia

By J. W. BABNEU, District Freight Agent

**T**HE fruit traffic at Philadelphia has for many years been handled at the Baltimore and Ohio facility known as Pier 12 North. There was an auction room on the second floor, with seating capacity of two hundred, where the auction of fruit was held.

Contiguous to this pier was Pier 11, at which point the Baltimore and Ohio handled its merchandise traffic, but this pier was condemned to make way for the Philadelphia approach of the new Camden-Philadelphia Bridge across the Delaware River. Without the use of Pier 11, which also took care of the overflow of fruit from Pier 12, it became necessary to secure a larger facility for handling of the fruit traffic.

Pier 22 South was the Baltimore and Ohio Railroad Company's main freight station in Philadelphia, used for handling package and rolling freight and is one of the largest and finest piers on the river front. It is this which has been remodeled for the handling of the fruit business. There is an additional platform running the full length of the pier on both sides and extending the full width of 200 feet on the river end, and half of the pier is enclosed, to be heated during the extreme cold weather with the most modern apparatus to prevent fruit from freezing. On the second floor,

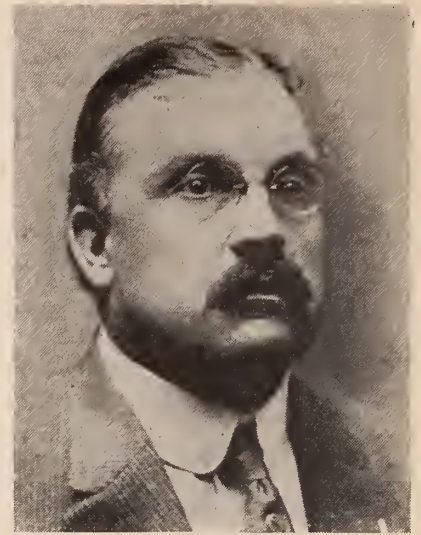
two auction rooms have been built, one with a seating capacity of 196 and the other, of 96 thus permitting the functioning of two auctions at the same time without interference one with the other.

The capacity of the pier is double that of the former fruit facility and this, together with its wider driveway and close proximity to the Dock Street Fruit and Produce Markets (it is about one square distant whereas the former facility was eight squares distant) makes it acceptable to the trade.

Pier 22 South was officially opened for handling of fruit on October 16. Mr. Ralph B. Clayberger, ex-president, National League Commission Merchants, made an address in behalf of the trade, complimenting and thanking the Baltimore and Ohio for all they had done in the furtherance of this growing traffic. J. H. Carroll, Jr., general freight agent of the Company in Philadelphia, responded.

The removal of fruit traffic from Pier 12 North will permit proper handling of all package and rolling freight at that station.

Pier 24 South, which is the pier next to Baltimore and Ohio Pier 22, is owned by the Baltimore and Ohio and had been leased to the Merchants & Miners Transportation Company, but with the loss of Pier 11 North and the transferring of fruit



H. B. Green, late general agent with headquarters at Cleveland

to Pier 22 South, it became necessary to take over Pier 24 South and use it for handling of merchandise traffic previously handled at Pier 22 South.

## The Death of Former Superintendent H. B. Green

**T**HE many friends of former Superintendent H. B. Green were shocked to hear of his death at his home in Cleveland on Monday, October 30. Mr. Green enjoyed the friendship of hundreds of officers and employes on the Akron Division and his death is deeply mourned by all.

The following officers of the Akron Division attended his funeral on Thursday, November 2: Superintendent D. F. Stevens; Trainmasters W. T. Leichlider, J. Fitzgerald, J. E. Fahey and F. W. Green; Road Foreman P. C. Loux; Division Operator M. E. Tuttle; Chief Train Dispatcher P. J. O'Leary; District Freight Agent C. M. Groninger; Division Freight Agent C. M. Gosnell. All employes of the Akron Division extend sincere sympathy to his bereaved family in their great loss.



Above: The auctioneer in shirt sleeves and a typical crowd in the new auction room. Below: A bit of Sunny California (boxes of luscious grapes) transplanted to Pier 22, South, Philadelphia, remodeled for our growing fruit business

## Stop That Leak!

If you had a leak in the gas or water main, or in the electric current, in your home, you would have it fixed promptly.

There may be leaks like these that you know of on the Railroad which employs you and pays you for your work—and interest.

If there are such please write about them to—

Stop That Leak!  
Magazine Office  
Mt. Royal Station  
Baltimore, Md.



# Has Your Town a Community Building?

*Why Not Build It Yourself? One Town Got a \$25,000 Building for \$5,000*

*By Genevieve Fox*

PERU, Indiana needed a building to play in, a building that would be a gymnasium, a little theatre, a concert hall, an exhibition hall and several other pleasant things "all rolled up into one." In this respect it was not unlike many another town, north, south, east and west. The difference between this town and most towns is just this. Its citizens are not the easily discouraged kind and they can pull together with a will. This explains why the people of that town can now boast that they have a brand-new community building, worth \$25,000 which cost \$5,000.

A bargain in a building is sufficiently rare in these times to excite interest. "How in the world did you get it at that price?" is naturally the question a visitor asks.

If the person questioned is a man, the answer will be something like this—

"Why, we men just put on our overalls and fell to. For weeks we spent our spare time and holidays doing gymnastics down on that lot. Somebody has figured out that more than 3,000 hours of perfectly good time were given free to putting up that building. That's why it cost what it did."

If you talk to one of the women about it, she will be more than likely to say—

"Well, the men did work hard, but we women worked just as hard cooking dinners for them and, between you and me, I don't believe that building would be standing there now if we hadn't kept up morale, as you might say, with our good hot dinners."

It was a representative of the national organization called Community Service who set the idea of a community house in motion. He had been called in as a consulting specialist to advise the townspeople how to provide for themselves more recreation. When he discovered that the only

place the young people had to play basketball in was a small room at the Chamber of Commerce headquarters and that there was simply no suitable place for general community good times, he suggested building a house especially to play in. Of course, there were plenty of objectors at first, but the idea once fairly started was like a snowball rolling down a hill, gaining in speed and picking up more and more interest as it traveled.

From start to finish, the building was a product of community-wide effort. Twenty-five business men advanced the money for the lot. The unions contributed skilled labor, and amateur volunteers performed all the unskilled work. Masonry, carpentry, painting and plumbing were all the work of volunteers. Members of the manual training class of the high school received credit in their regular work for what they did on the building. The Chamber of Commerce set aside a special day when its members turned out in force to help and even the mayor donned overalls and turned to. Each of two large manufacturing concerns contributed stoves to warm the building for the workmen. The Rebecca's, the Ben Hur Ladies, the W. C. T. U., Camp Fire Girls and different girls' bible classes took turns cooking the free dinners that were served every day to the workmen.

The roast pig dinner on New Year's Day was a good example of the way the town pulled together. A pig was donated by a farmer, butchered by a local butcher free of charge, roasted in one of the big ovens of a neighboring baker, also free of charge, and served by the Camp Fire Girls in the dining room of a laundry across the street from the community house lot. The ice cream and after dinner cigars and the flowers for the

ladies who cooked the meal were all donated.

Operations began on a sleety rainy day right after Christmas last year when a dozen men turned out with picks and shovels and dug the holes for the cement foundation posts. About a hundred men celebrated New Year's Day by hauling cinders, carrying boards, and driving nails. Some were professionals who handled laths and boards and nails with a dexterity born only with practice, but many an office worker nursed bruised thumbs and fingers and an aching back as a result of that unaccustomed manual labor. However, neither lame backs, nor bruises nor cold weather nor stormy weather could lessen the enthusiasm of these volunteer workmen. In spite of minor injuries, they kept right at it for the next three weeks during all their spare time and before the month was over, the building was ready to house all the pent-up fun and all the good fellowship that the townsfolk wanted to liberate therein.

This home-made community house is a building that any city might be proud to claim as its own. It provides a big assembly room 46 x 80 with a hard wood floor as smooth and shiny as the floor in a Valspar "ad." and as capable of holding its own against the assaults of dynamic youth. Many are the uses to which the townspeople are putting their new house. The high school girls and boys have used the assembly room regularly for their gymnastic classes. A grade school basketball league of ten teams representing every grade school and the two parochial schools of the city has been organized. Six church volley ball teams and an indoor baseball team have been making its walls resound every Friday night. The Home Women's League in Gymnastics with 146 members has held its sessions there. There have been thrilling public basketball games between industrial teams and school teams. There have been big noisy community parties. There have been quiet Sunday afternoon musicales.

*(Continued on page 41)*



Teamwork among these citizens of Peru, Indiana, built a \$25,000 community building out of practically nothing!



## THE BALTIMORE AND OHIO RAILROAD COMPANY

### Relief Department—Advisory Committee

#### Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
C. H. CRAWFORD.....	Yard Brakeman.....	Glenwood, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

#### Motive Power Department

J. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

#### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Assistant Engineer.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

#### Statement of Pension Feature

Employees who were honorably retired during October, 1922, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Baron, Lawrence.....	Asst. Signal Maintainer...	Maintenance of Way.....	Chicago Terminal	29
Dixon, Charles H.....	Car Repairer.....	Motive Power.....	Baltimore.....	30
Duffey, Luke W.....	Engineer.....	Conducting Transportation...	St. Louis.....	49
Harmison, Floyd.....	Conductor.....	Conducting Transportation...	Cumberland.....	49
Knepper, Louis.....	Machinist.....	Motive Power.....	Baltimore.....	21
Lapham, Marlin, D.....	Locomotive Watchman.....	Motive Power.....	Akron.....	30
Morrow, Robert J.....	Machinist.....	Motive Power.....	Baltimore.....	26
Sluss, John W.....	Fireman.....	Conducting Transportation...	Cumberland.....	31
Tierney, Thomas H.....	Enginemen.....	Conducting Transportation...	Baltimore.....	36
Ward, James W.....	Trackman.....	Maintenance of Way.....	Cumberland.....	24
Welch, Thomas W.....	Trackman.....	Maintenance of Way.....	St. Louis.....	33

The payments to pensioned employees constitute a special roll contributed by the Company.

During the calendar year 1921, \$367,795.95 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to September 30, 1922 amount to \$4,927,004.30.

The following pensioned employees, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Farrell, Martin.....	Machinist.....	Motive Power.....	Newark.....	October 19, 1922...	48
Ferguson, James D.....	Utility Clerk.....	Conducting Transportation	Baltimore.....	September 29, 1922	36
Fischer, Anton.....	Crossing Watchman	Conducting Transportation	St. Louis.....	August 25, 1922...	31
Gallagher, Michael.....	Foreman.....	Maintenance of Way.....	St. Louis.....	September 19, 1922.	50
Healy, Patrick J.....	Tunnel Foreman...	Maintenance of Way.....	All.....	October 21, 1922...	26
Hughes, Joseph.....	Carpenter Foreman...	Maintenance of Way.....	Pittsburgh.....	October 15, 1922...	36
Moore, James W.....	Fireman.....	Conducting Transportation	Cumberland..	October 4, 1922....	37
Plaine, Jesse.....	Brakeman.....	Conducting Transportation	Baltimore.....	October 31, 1922...	26
Sheehan, Denis.....	Crossing Watchman	Conducting Transportation	Chicago.....	October 3, 1922...	38
Spoerl, Jacob.....	Hostler.....	Motive Power.....	Cumberland..	October 15, 1922...	30
Vaughan, John A.....	Blacksmith.....	Motive Power.....	Ohio River...	October 17, 1922...	38
Woolson, John B.....	Conductor.....	Conducting Transportation	Newark.....	October 22, 1922...	46



# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine:  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted Village"

## Harrison G. Blackburn

*Forty-Eight Years of Service, and  
Never Late!*

Harrison G. Blackburn, pensioned car-  
penter, Connellsville Division, was born at  
Centerville, Washington County, Pa., on  
September 26, 1857. At the age of ten  
years he came to Connellsville with his  
parents. At the age of 16 he entered the  
service of the Baltimore and Ohio as laborer,  
and a year later he was made carpenter's  
apprentice. In 1882 he was made carpenter.  
He worked in this capacity until this year  
when his name was placed on the pension  
roll. Mr. Blackburn's years of service were  
spent entirely at Connellsville, 11 years in  
the Motive Power Department, and 37  
years in the Maintenance of Way. In all  
of this time, he tells us that he was never  
late for work, nor did he ever miss a train  
when he was called upon to go out on the  
road for work.

## Jacob Schlemmer

Jacob Schlemmer, pensioned car inspec-  
tor, Wheeling Division, was born in Bavaria,  
Germany on December 14, 1854. He was  
educated in the public schools of that  
country and came to the United States in  
1881. Here he settled on a farm near  
Marietta, Ohio. On June 7, 1883 he ob-  
tained employment with the Baltimore and  
Ohio as car repairer. In 1890 he was made  
car inspector. He remained in this position  
until he was retired. In 1895 Mr. Schlem-  
mer was married to Miss Amelia Bremer.  
Four children were born to them, all of  
whom are living.

## Louis Knepper

Louis Knepper, pensioned machinist,  
Baltimore Division, was born on March  
18, 1857. He began work with the Balti-

more and Ohio at Mt. Clare on June 1,  
1901 as machinist. He filled this position  
for 21 years. Recently he received a severe  
injury which incapacitated him. He was  
pensioned during October, this year.

## James W. Ward

James W. Ward, pensioned trackman,  
Cumberland Division, was born on June  
13, 1857 at Round Bottom, West Virginia.  
He entered the service of the Baltimore  
and Ohio on May 1, 1880 as trackman,  
Okonoko. In 1906 he began working in  
the same capacity at Green Spring, W. Va.  
He now resides at Round Bottom, the  
place to which he was transferred, Section  
24-A. Mr. Ward was retired in October.

## George Genner

George Genner was born in Bavaria,  
Germany on June 1, 1857. He came to  
the United States with his parents in 1860.  
His parents died while George was still  
young, and the boy was left to shift for  
himself. In 1880, when he was married,  
Mr. Genner went to work with the P. W.  
& B., coming to the Baltimore and Ohio as  
machinist helper, Mt. Clare on February 14,  
1887. In 1895 he was made machinist.  
This position he has held until recently  
when he was placed on the pensioners' list.

## Lawrence Baron

Lawrence Baron, who was pensioned in  
October, was signalman, Chicago Terminal  
Division. He was born in Austria on  
August 10, 1857. He came to the Baltimore  
and Ohio as interlocking man, Signal De-  
partment, in 1893. In 1916 he was made  
signal maintainer, Polk Street Depot.

Mr. Baron says: "My service with the  
Company, to the best of my knowledge,  
has been satisfactory and I wish to thank  
the Baltimore and Ohio for all favors shown  
me."

Mr. Baron now makes his home at 247  
Franklin Street, Downer's Grove, Illinois.

## William H. Jeffries

William H. Jeffries, who was pensioned  
in 1916, now lives in Florida. He writes a  
letter to the superintendent of the Relief  
Department, telling of his lovely home in  
that state, where he and Mrs. Jeffries reside.  
The picture, although it is not clear enough  
for reproduction, shows their home with a  
fine lot of hens. Mr. and Mrs. Jeffries  
stand at the door. Mr. Jeffries says, in part:

"I sure am glad that I entered the service  
of the Baltimore and Ohio. I first took  
service as brakeman, Grafton to Piedmont,  
in 1869. In July 1873, I quit of my own  
accord and went to my home town, Weston,  
W. Va., and was married. I then went on  
the narrow gauge line from Clarksburg to  
Weston as brakeman and extra conductor.  
Later when the road was widened, I worked  
on the W. Va. and P. Railroad. When the  
Baltimore and Ohio took over this road, I  
kept my place as conductor here until I  
became crippled and unfit for service. I  
was then 65 years old, so I was retired.

"I am proud that my name is entered  
with the Baltimore and Ohio people, and  
I do not fail, at all times, to put in a good  
word for the Baltimore and Ohio Railroad,  
which has been so good to me. I am thank-  
ful that I am one of the boys."

## Stop That Leak!

No finer response has ever been  
made by employes of the Balt'more  
and Ohio to any appeal of the Man-  
agement than that shown by the  
Veterans in our Business Getting  
Drive of 1921 when President Willard  
asked them to get new business for  
the Company.

Now President Willard appeals  
again (see page 6), this time for  
economy! On account of their inti-  
mate acquaintance with the property,  
veterans—active and pensioned—can  
give yoeman response to this appeal.

If you know one single way to pro-  
mote economy on our Railroad please  
write—

Stop That Leak!  
Magazine Office, Mt. Royal Station,  
Baltimore, Md.



ALL HONOR TO THESE WHO NOW ARE RETIRING!

Harrison S. Blackburn, Jacob S. Schlemmer, Louis Knepper, James W. Ward, George Genner and Lawrence Baron





Note:

All puzzles published in this department will be defined, as far as possible, from the New Standard Dictionary, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the New Standard Dictionary, the name of such authority must be stated at the end of the definition, in parenthesis. Obsolete words will be marked at the end of the definition thus—"obs". Variant spellings of a word must be marked at the end of the definition thus—"var". Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

THE answers to the puzzles published in the September issue are:

1. Spinet, Spine, Pine, Pin, In, I
2. T E D G  
R A T I O  
S A L O N  
M A C O N  
S E D A N
3. Book-worms
4. D  
R E S  
P A C K S  
R A D I A T E  
D E C I S T E R E  
S K A T O L E  
S T E L A  
E R E  
E
5. Sliver—Silver
6. N A T  
C A R R S  
N A R R A T E  
A R R I V A L  
T R A V A I L  
S T A I N  
E L L
7. Daniel Willard
8. S  
S O T  
S O L A R  
S O L D I E R  
T A I L L E  
R E L I C  
R E C K
9. Elevated Railroad
10. AS-k
11. A B A S E  
B R I A R

- A I S L E  
S A L E M  
E R E M A
12. D A W N  
A M E E R  
W E I G H S  
N E G L E C T  
R H E X I A  
S C I O N  
T A N K
13. A U D I T O R  
U N I T E D  
D I C E D  
I T E M  
T E D  
O D  
R
14. S-port
15. V I V A C E  
I N A K A S  
V A L E T S  
A K E A K E  
C A T K I N  
E S S E N E

Correct solutions to the September puzzles were received from the following:

Grace M. Manning, W. E. Madden, Olive W. Dennis, J. F. Donovan, C. Lion, S. T. Udent, Herbert Dawkins, G. Hartman Pryor, L. M. N. Terry, Primrose, Pearlle Glenn, Comrade, The Major, Martelia, Atlas, L. E. Phant, Baltimore, Md.; P. M. Pennington, Cumberland, Md.; Wick-o-cincy, Cincinnati, Ohio; Kappa Kappa, Fargo, N. Dak.; Gemini, Poly, Brooklyn, N. Y.; Molemi, Gi Gantic, Hopeful, St. Louis, Mo.; Gee, Asheboro, N. C.; Alec Sander, Philadelphia, Pa.; Fred, Domino, Corinth, Miss.; Towhead, Lafayette, Ind.; Emeline, Fairbury, Neb.; Spica, Whitney Crossing, N. Y.; Sherlock Holmes, Worth-

ing, S. Dak.; C. Saw, Tunste, Joaquin, St. Germaine, New York, N. Y.; Jack O'Lantern, T. Hinker, Bangor, Pa.; Nanki Poo, Holyoke, Mass.; K. T. Did, E. R. Woodson, Nypho, Washington, D. C.; Delmonte, Richmond, Va.; Dan D. Lyon, New Florence, Pa.; Mentor, Chicago, Ill.; Tom Crestmore, Johnstown, Pa.; Arty Ess, Scranton, Pa.; Lateo, Hoboken, N. J.; Ralph, E., Stroudsburg, Pa.; Jemand, Wilmington, N. C.; Spud, Yazoo City, Miss.

New Puzzles

No. 1. ANAGRAM  
OH, TRAVEL BY THIS COMPANY,  
AMERICA'S MAIN OLD PIONEER  
ROAD!

It's what we aim to make the best  
We're sure you'll find it meets the test  
And when you see our claim's no jest  
Why, please go out and tell the rest.  
Baltimore, Md. Miss Olive W. Dennis

No. 2. PYRAMID  
(Defined by New International Dictionary)  
Across:

- 1—A letter,
- 2—A darling,
- 3—Bib. name,
- 4—Group of North American mints,
- 5—The phaeton butterfly.

Down:

- 1—A letter,
- 2—Mamma,
- 3—The sun,
- 4—To throb,
- 5—In the East, a rest house,
- 6—Termination,
- 7—Doing,
- 8—(Obs.) Are,
- 9—A letter.

Worthing, S. Dak. Sherlock Holmes

No. 3. CHARADE (9)  
Across the field the FINAL flew,  
And gazed upon the WHOLE  
That stood between the rows of corn  
And looked extremely droll.

Its purpose was to FIRST the LAST  
But this the wise bird knew;  
He flapped his wings and wagged his head  
As on his way he flew.  
Asheboro, N. C. Gee



No. 4. RHOMBOID

(Defined from New International Dictionary)

Across:

- 1—A runway or track formed of rails,
- 2—A net that is trailed or drawn behind a boat,
- 3—Understandings,
- 4—Wholes, totals,
- 5—A Bible name,
- 6—Flows in a small gentle stream,
- 7—Any of numerous scaleless eels of the family Ophiothyidae,
- 8—Dialect variant of Staddles.

Down:

- 1—A letter,
- 2—Simple presence in, on, or by, or contiguity to,
- 3—Anger,
- 4—Obsolete or Scot. and Dialect English variant of long,
- 5—Customs,
- 6—(Obs.) Far off,
- 7—(Obs.) Anears,
- 8—Causes to leave or quit a railroad train,
- 9—A blusterer (Obs.),
- 10—(Obs.) Slack,
- 11—(Obs.) Sealed,
- 12—Reward,
- 13—Seal (Obs.),
- 14—A Chinese coin or measure,
- 15—A letter.

Hoboken, N. J. Lateo

No. 5. TRANSDELETION (4)

My ONE went forth on a beautiful TWO,  
The year was at its Spring,  
A THREE passed by who said "FOUR!  
FOUR!"

I'm so happy that I could sing."  
Cincinnati, Ohio Gem

No. 6. OCTAGON

(Defined from New International Dictionary)

- 1—A vehicle moved on wheels,
- 2—A large ruminant animal,
- 3—A company of travelers,
- 4—Full of love,
- 5—Recovers life,
- 6—That which washes or cleanses,
- 7—(Obs.) Was not.

Brooklyn, N. Y. Gemini

No. 7. DIAMOND

- 1—A letter,
- 2—A basket of a balloon,
- 3—My lady,
- 4—A Highland or Irish predatory irregular soldier,
- 5—A manual or hand book for ready reference,
- 6—A dainty morsel,
- 7—Latin word meaning a spice or mace,
- 8—The projection near the eye of an anchor,
- 9—A letter.

Baltimore, Md. S. T. Udent

No. 8. TRANSPOSITION (6)

Sherlock Holmes was "some" detective,  
Honor to his name!

Methods rare yet quite effective  
Won him fiction fame.

Many a FIRST of reputation  
In a local way  
Striving to maintain his station  
SECONDS night and day.  
Baltimore, Md. L. M. N. Terry

No. 9. SQUARE

- 1—One who passes
  - 2—In a flame,
  - 3—Roofed with slate,
  - 4—Ridicule,
  - 5—To use, as from a fluid,
  - 6—To regain possession of by paying a price.
- Chicago, Ill. Mentor

No. 10. PROGRESSIVE HALF-SQUARE

- 1—A table on which tea or supper is served,
- 2—Edible,
- 3—A plate (Two words),
- 4—Cuisine,
- 5—Competent,
- 6—Marshall of France, 1652-1730 (Phillips Biography Dictionary),
- 7—A Chinese coin or measure,
- 8—A letter.

Richmond, Va. Delmonte

No. 11. NUMERICAL ENIGMA

The day is warm and as I have  
No 6-7-8-9 work to do  
I'll 14-15-9 me hence  
And see a baseball game or two.

I 14-10-11-12  
The ticket man my last four bits,  
Then climbing to a bleacher shelf  
Straightway proceed to throw some fits.

I watch the 1-2-3-3 soar  
Straight from the 1-2-4 with grace  
And drop into a 6-5-4  
Found waiting in the proper place.

And at his Umps I rail and chafe;  
He is the 3-5-6-5-4;  
Why did he call that runner safe  
And pave the way to tie the score?

16-14, he gets my goat!  
Why doesn't he umpire as he should?  
13-14, give me my coat,  
I'll beat it while the going's good.

I'll go back to the ALL and there  
My feet upon the desk once more,  
Forthwith forget to rend my hair,  
And cuss the umpire times galore.  
Johnstown, Pa. Tom Crestmore

No. 12. INVERTED PYRAMID

- Across:
- 1—A student of the principles of knowledge,
  - 2—The process of cultivating the intellect,
  - 3—A volcanic island in Nicaragua Lake,
  - 4—To ward off,
  - 5—A ship or vessel (Sp.)

6—A letter.

Down:

- 1—A letter,
- 2—Fifth letter of the Hebrew alphabet,
- 3—An artificial language modeled upon Esperanto,
- 4—A shapeless mass of inert matter,
- 5—Figuratively, an unbounded expanse,
- 6—The governor of a province in ancient Persia,
- 7—A county in S. E. Colorado,
- 8—Shrill,
- 9—A common garden implement,
- 10—In printing, one-half of an em,
- 11—A letter.

Cincinnati, Ohio Wick-o-cincy

No. 13. CHARADE (9)

There are maidens whose eyes are  
the huc of the sea,  
Whose cheeks are like rose-buds  
abloom on the lea;  
But I sing of the lure of a maid  
debonair  
With a smile on her lips and a  
WHOLE in her hair.  
When I stop in the dusk at the  
vine-covered cot  
Where my Molly resides, 'tis the  
loveliest spot  
In the TWO to my heart, I am  
daft with despair  
At the smile on her lips and  
the WHOLE in her hair.  
Had I mansions and yachts and  
a dashing red ONE,  
They should all be my Molly's, ere  
set of the sun;  
But the TWO has no wealth that  
love can compare  
With the smile on her lips and  
the WHOLE in her hair.

St. Louis, Mo. Molemi

No. 14. SQUARE

- 1—Leisurely strolled,
- 2—A bitter crystalline compound contained in the root of asarabacca,
- 3—A small genus of tropical American herbs of the ginger family,
- 4—Boasted,
- 5—Chinese and East Indian trees of the family Sapindacea
- 6—An understanding,
- 7—A resolute attempt or attack.

Baltimore, Md. Red Crow

(Continued on page 41)

Two New Prizes

Two prizes, each of six months subscription to the Enigma, the official organ of the National Puzzler's League, will be awarded for the two best lists of solutions to these puzzles.

To receive proper credit all lists of solutions must be in my hands by February 5; the answers and solvers list will be published in the March issue.



# Women's Department

Edited by Margaret Talbot Stevens.



## What Christmas Means

OH, Isabel," cried Eloise, running into her classmate's room on the day before Christmas, "isn't it just great that we're going home today! I have so many wonderful things to do that I am sure I'll never get through with them all!"

Isabel quickly closed her worn travelling bag.

"Yes, Eloise, I think it's splendid, and I certainly hope that you'll have a fine time. Of course, it won't seem like Christmas at my home this year without Mother—but of course, there's Father and little John. I must make it seem like Christmas to them."

"Oh, Isabel, can't you possibly go home with me? We'd have no end of a good time. Come on!"

Isabel thought of her own plain clothes and of Eloise's three new frocks.

"No," she replied, "I thank you, Eloise, but when Christmas comes we ought to be at home."

"Well," said Eloise, "it doesn't seem to make much difference to me. I'm going mostly for the parties, you know. Mother and Father won't see much of me. Besides, they have their own friends and——"

The rest was lost on Isabel. It doesn't make much difference? she thought. Why, of course, Christmastime made lots of difference. Why should Eloise say that, she who had everything in the world to make her happy? Isabel thought of her friend's lovely home and opportunities. Eloise always had nice things to wear. She would get wonderful gifts from her parents. She had asked her mother for a fur coat. Her father would give her pearls. She had wanted a car, but she supposed that she'd have to be satisfied with pearls, for her father had said so. And there was a car and a chauffeur at Eloise's command. Although her father was seldom at home, he was generous with his purse, and Eloise was never in need of spending money. Her mother, who spent much of her time in entertaining, saw to it that her daughter was provided with all the luxuries of dress.

Then Isabel thought of her own home in comparison. Hers was a shabby old farmhouse, and her father a man who struggled to get his bills paid, only to get into more debt in order to give Isabel an education. Their car was a ramshackle buggy drawn by old Prince, the horse of all work. Oh, it

was awful, this business of being poor! Why hadn't she been born as rich as Eloise?

And yet, when she arrived at the little station, six miles from home, and saw them waiting for her—Father, little John, old Prince, and the ramshackle buggy—Isabel rebuked herself severely. Christmas at home *did* make a difference. Here was everybody glad to see her. The neighbors all along the way came to the windows to wave to her, or to their doors to shout "Merry Christmas!" and before she was half way home, Isabel began to feel sorry for Eloise. Even old colored Ned seemed glad to see her. It was wonderful, this coming home for Christmas!

After supper that night she helped little John pop some popcorn at the open fireplace. How cozy it was, and how beautiful to see the kernels burst and pop over into fluffy, white balls! Soon it was bedtime for little John. Isabel helped him undress, heard him say his prayers, and tucked him in.

"Isabel," said the little fellow, "come here, I want to tell you a secret." Isabel put her head down on the pillow beside the light, curly one. "Isabel, I've got a Christmas present for you, but don't you tell anybody." Isabel promised. Then little John reached under his pillow and brought out a paper bag. He opened it and took out what once had been a chocolate mouse.

"I bit his ears off. That was all right, wasn't it, Isabel? And he's all yours now. He's just as sweet as he can be. And you'll give me a bite of him tomorrow morning, won't you?" Between the lumps that came up in her throat, Isabel promised that he should help her eat it in the morning. Then she kissed him and bade him go to sleep, lest Santa should find him awake.

As she went downstairs she heard her father coming into the kitchen. He had driven to town to get a few things for the Christmas tree. As she helped him put the bundles on the table, he picked up a small package and handed it to Isabel.

"Here, my girl, is a little present for you. You probably won't think much of it. I only wish I might give you something worth while. I just wanted you to know that I had not forgotten what Christmas means."

Isabel opened the package. It was a little gilded iron penholder for her desk. It was worth probably ten or fifteen cents.

She glanced up at her father. He had turned his head. By the light of the tin reflector on the kitchen lamp she could see the silver hairs that were creeping among his black ones.

She picked up her gift and ran around the table and into his outstretched arms.

"Oh, Daddy!" she cried, "Christmas means just everything!"

\*\*\*\*\*

Two weeks later she was back at school. Eloise and Helen Lancaster were in Isabel's room.

"What did you get for Christmas, Eloise?" asked Helen.

"Oh, just the fur coat and the pearls. Nothing else worth while."

"I was a bit disappointed myself," went on Helen, "I wanted pearls, too, but I got a new evening dress instead, and a ring from Mother. Did you get all you wanted, Isabel?"

"Everything," declared Isabel, "and more. And besides, I learned just what Christmas means."

The two girls stared for a moment. Soon they excused themselves and said good night.

"What do you suppose Isabel meant?" asked Helen when they were seated on Eloise's Turkish couch a few minutes later.

"I don't know exactly," replied Eloise, "but Isabel was always able to get more joy out of nothing than anyone I ever saw."

But Isabel, getting out her new penholder and placing it on her study table, knew exactly.

Willie was almost through his reading lesson when he came to a word he could not pronounce.

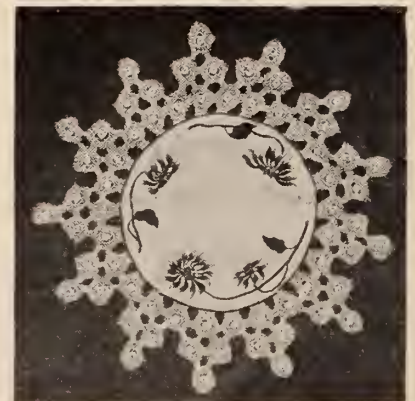
"Barque," prompted the teacher.

Willie looked at his classmates and laughed.

"Barque, Willie!" exclaimed the teacher harshly.

Willie, looking up at the teacher, finally cried out, "Bow-wow!"

—Mutual Magazine



This handsome centerpiece is one of many which Mrs. Harry Reay, wife of compositor, Printing Department, is famous for making. Mrs. Reay is saving the money which she earns in this manner to purchase an automobile. This centerpiece has been in constant use since 1900.



# Culinary Column



## Christmas Candies

By DOROTHY LIPPY, Multigraph Department, Baltimore, Md.

### Chocolate Caramels

- 2 cups sugar
- 10-cent bar of chocolate
- Butter, size of a walnut
- $\frac{3}{4}$  cup milk
- Pinch of salt

Cook over slow fire until it forms a soft ball when dropped into cold water. Add a teaspoon of vanilla and pour into a buttered pan. Cut in squares when it begins to cool.

### Walnut Sea Foam

- 1 pound brown sugar
- 1 lump butter, size of a walnut
- 1 cup milk

Cook in a saucepan until the mixture forms a soft ball in cold water. Have ready the stiffly beaten white of one egg. Quickly beat the mixture into the egg white and drop from spoon on waxed paper. Put half a walnut on top of each mound.

### Penuche

Use same ingredients as for seafoam, omitting the egg. When mixture is of a consistency that will form a soft ball in cold water, beat in a cupful of ground peanuts. Beat well and drop from spoon on waxed paper.

### Cream Bars

- 3 cups XXXX sugar
- Pure cream enough to make a stiff fondant

Divide into three parts. Flavor and color one part with chocolate, one with strawberry, and one with vanilla. Press each of the masses into a flat layer, then press one on top of the other and slice. These should be eaten on the same day that they are made.

### Cocoanut Balls

- 1 pound XXXX sugar
- 1 can of shredded cocoanut

Mix well and add a little cream, just enough to make a stiff fondant. Roll into balls, and roll balls again in a little cocoanut that has been left out.

### Mince Pies

By JOSEPH L. PRESS, Chef to President Willard

- 1 pound of good, prepared mincemeat
- 2 tablespoons sweet cider

Add a little melted butter and sugar. Line a deep plate with a very short crust. The top crust should be very thin. Bake in a hot oven for 25 minutes.

## Aunt Mary's Stuffed Dates

- 2 packages Dromedary dates
- $\frac{1}{4}$  pound best butter
- 1 pound XXXX sugar
- 1 small cake of bitter chocolate
- 2 teaspoons vanilla

With a sharp knife remove the seeds from the dates, taking care to make the slit only in one side of each.

Melt the butter and chocolate together over a hot fire. Stir well, remove from the fire, and add the sugar, stirring all the while. Add vanilla. The mixture is now a stiff dough.

Into the cavity of each date press a half-teaspoonful of the mixture. Smooth with the back of the spoon and decorate with prints made with a fork. Wrap each date in wax paper. These will keep for a long time. Do not eat too many at once.

## Dark Fruit Cake

By MRS. T. E. STEVENS, Lothian, Md.

- 2 cups light brown sugar
- 1 cup butter
- 1 cup cooking molasses
- 1 cup cold coffee
- $\frac{1}{2}$  cup any kind of good fruit wine
- 1 teaspoon soda, dissolved in hot water
- 1 pound raisins
- $\frac{1}{2}$  pound currants
- $\frac{1}{4}$  pound citron, chopped
- $\frac{1}{2}$  pound dates, chopped
- 1 teaspoon ground nutmeg
- 1 teaspoon cinnamon
- $\frac{1}{2}$  teaspoon ground cloves
- $\frac{1}{2}$  teaspoon allspice
- 4 eggs, beaten light
- 1 teaspoon vanilla

## Will You Help Fill the Bag?

Dear Women Readers:

I once knew a dear, good old soul, a country school marm. Faithful to her duties and precise in all things, Miss Matilda had many excellent qualities and many ideas.

One of these ideas was developed in the shape of a black sateen bag, in which she carried practically all of her precious possessions. And whenever Miss Matilda went, the bag, like Mary's little lamb, went too.

One day Miss Matilda opened the bag and showed me its contents. There was her alarm clock, which served as a timepiece for every occasion; her Bible, a pair of rubbers, a jar of preserves, a half loaf of bread and a knife with which to cut it; the stove poker (which she firmly believed that a thief might steal from the schoolhouse on some cold winter's night), a package of letters, a towel, and a bottle of iodine. And there seemed to be no end to this bag's capacity.

Some of you may laugh at this idea; there are others who will recognize Miss Matilda from this description. But my point in telling the story is this: Our Women's Department has often reminded me of Miss Matilda's bag, for during the year 1922 there have come so many varied and interesting contributions to fill it up. And yet, there is no end to its capacity. I want to thank each one of you for your splendid help in making the Women's Department the kind of a Women's Department that we want for our MAGAZINE.

Next year we're going to do still better, and as the first package that goes into the bag, comes a letter from President Willard. Turn to page 6 of this issue and read it. There you will see where he wants us to do all that we can in the line of economy, on the MAGAZINE, on the Railroad, and in our homes. And just as a starter in our own department, I want to tell you about our new pattern service.

Beginning the January issue all of our dress patterns will be only twelve cents. The pattern service is the new service which we have been running in the MAGAZINE for the past three months in addition to the old service. You will also be glad to know that the patterns are simple and easy to make, so that the beginner should have no hesitation about ordering them.

What shall be the next contribution to the bag? Have you a suggestion? If you have, send it in and we shall be glad to let our other readers have the benefit of it. No matter whether your suggestion deals with the household, the office, the Railroad itself, or the MAGAZINE; no matter whether your letter has the proper style, or spelling, or what not (it is the business of the editors to remedy the errors)—don't be afraid to let us hear from you. Send your letters to the undersigned, and we'll soon have the old cambric bag bursting its sides.

And now let me thank you all again for your splendid cooperation and wish you the merriest Christmas that you ever knew.

Yours sincerely,

*Margaret Talbot Stevens*



3 teaspoons baking powder  
Flour enough to make stiff for baking.

Bake in pans lined with greased paper, in a slow oven.

For light fruit cake, use the same ingredients, except for the following changes: Omit molasses, cloves and allspice, and substitute white sugar for brown.

#### Angel Food Cake

By MRS. W. E. HADDEN, Dover, Ohio

12 egg whites, well beaten  
1½ cups granulated sugar, sifted three times

1 cup flour, sifted three times

Flavoring

Fold in flour and add 1 teaspoon cream of tartar. Bake in an ungreased pan for one hour. Turn upside down on a rest, so that a knife may be passed under it, if necessary. Let it remain until cold. Remove the pan. Ice.

#### Water Sponge Cake

By J. MILTON STREVIG

Office of General Inspector of Transportation  
Baltimore, Md.

2 cups sugar  
2 cups flour  
½ cup water  
2 teaspoons baking powder  
5 eggs, keeping out white of one egg for icing

Beat thoroughly the whites of 4 eggs and stir in the sugar. Add the yolks of 5 eggs which have been beaten stiff. Then add the baking powder to the flour and mix in the flour and the water alternately. Bake for one hour in a slow oven.

#### Butter Scotch Cookies

By MRS. O. L. WALLBURG, Lima, Ohio

4 cups brown sugar  
1 cup butter  
4 eggs  
1 tablespoon vanilla  
7 cups flour  
1 tablespoon cream of tartar  
1 tablespoon soda

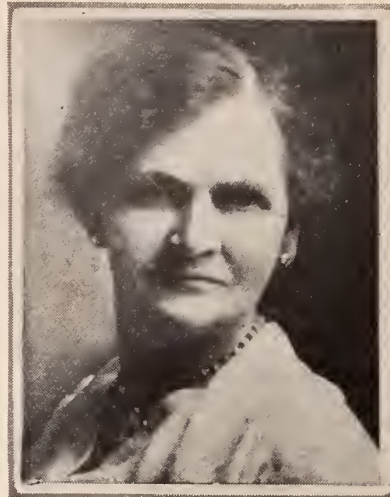
Mix well together the sugar, butter, eggs and vanilla. Mix the flour, cream of tartar and baking soda together and add to the first mixture. Work all well together and pat into a loaf. Let this stand over night. In the morning, slice and bake. These are delicious.

#### Coffee Cake

By MRS. O. L. SMITH, Gaithersburg, Md.

2 cups shortening  
2 cups sugar  
2 eggs  
Grated rind of and juice of 1 lemon  
½ teaspoon baking soda, dissolved in ½ cup warm water

Mix all together with flour to make a stiff dough. Roll thin and cut with biscuit cutter. Bake for 10 minutes in quick oven.



Mrs. J. H. Lower, wife of pensioned agent, Hicksville, Ohio

## Poems of Dorsey School

### Our School at Dorsey

By IDA SMITH

There's a place that from my home I see,  
A place that's very dear to me,  
I try to go there every day,  
And try my lessons best to say.

### My School

By EDNA REIMSNIDER

I know a place that's dear to me,  
That in my childhood I can see,  
The dear old school to which I've gone,  
And the old school-grounds that we played on.

The dear old school, whose children gay  
Were always glad to romp and play,  
And 'though, sometimes, we broke the rule,  
Still, we'll always love our school.

There's George and Jim, Wesley and Paul,  
They always came at the bell's loud call—  
But Ernst and Hazel and Frances and Kate,  
Always came running to the schoolhouse late.



For the Little Christmas Tree

## Games We Play at School

By LOUISE PERRY

When we play "Crack the Whip," at school,

Ah, lots of fun have I,  
But when somebody takes a drop,  
'Tisn't fun to see him cry.

The trouble is, we like to scrap,  
And girls don't play like boys,  
For boys are tough, and they get so rough,  
There's an awful lot of noise.

Our teacher's very good to us,  
And we're a lot of care—  
But oh, when'er a mouse comes 'round  
She climbs upon a chair.

## The Little Christmas Tree

*Which Can Easily Be Used in Office*

IF you want a pretty little Christmas tree for your table or desk this year, the accompanying picture suggests an effective way of decorating it. The Christmas tree shown here was used in the Auditor of Disbursements Office of the Southern Railway, at Washington, D. C., last year. The idea might be carried out in arranging your gifts at home. The tree is simply trimmed with a few balls and several small packages of tinsel. Cotton forms the snow of the garden. White paper cornucopias with red or gilt balls make lovely posts, while the fence and jeweled archway are made of chains of the smaller and less expensive balls.

If, however, you want to have a real Baltimore and Ohio Christmas garden, why not use the cover of this issue of the MAGAZINE as a suggestion? The Baltimore and Ohio train may be found in nearly every well-equipped Christmas garden, and the sleigh can be made by hand. Nearly all of the ten-cent stores carry little wooden reindeer, and an old spiked letter file with its base hidden under the cotton snow will hold up a doll Santa Claus who waves his red coat at the train for help. This idea may be carried out as simply or as elaborately as you choose. If you need any further help in carrying out this scheme for your Christmas tree and garden decorations, write to:

Aunt Mary  
Baltimore and Ohio Magazine  
Mt. Royal Station, Baltimore, Md.

### Family Affair

Sammy couldn't understand the theory of evolution, so he questioned his mother. "Mamma, am I descended from a monkey?"

"I don't know my boy," she replied. "I never knew any of your father's people."

—Toronto Telegram.



# Frocks That Are Charming, Simple and Original

By Maude Hall

The new tailored suits are unusually trim and smart, having just the right amount of flare to individualize them. For warmth, snug collars are added, but the collars are all convertible, so that they may be worn high or low. Sometimes they are of self-material, while, again, the collars are made of mole, caracul, Hudson seal or squirrel. While one finds a large number of belted jackets, there are others that are worn to exceedingly smart advantage without belts. Tall, slender women will gravitate toward the long jacket with straight-up-and-down lines, for the half-length model will be selected for women of less imposing stature. Jackets that fall straight from the shoulder to the low-posed belt are worn with separate skirts, as well as with the three piece suit.

However long dresses may be, the most of the great designers seem to cling to the skirt that is of moderate walking length, in no case ever extending below the ankles. This rule is followed even with the one-piece dress with long-waisted blouse of contrasting material, worn with the three-piece suit.

The embroideries used on tailleurs are entirely different from those appearing on frocks and blouses. A great deal of braid is used, being used in thick, concentrated designs on collar and sleeves. Other embroideries in the form of thick cords, knotted at intervals, are sewn on in rows on many of the coat models.

DRESS NO. 1343. Sizes, 34 to 42 bust, and 16 to 20 years.

DRESS NO. 1383. Sizes, 34 to 48 bust.

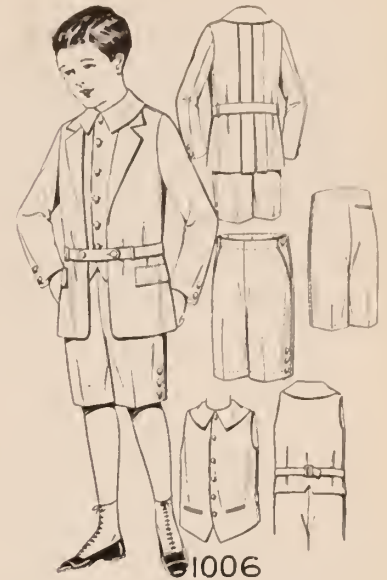
DRESS NO. 1380. Sizes, 34 to 46 bust.

DRESS NO. 1416. Sizes, 34 to 50 bust.

DRESS NO. 1397. Sizes, 34 to 48 bust. Price, 35 cents each. Use coupon.

1037. GIRLS AND JUNIORS' DRESS. Size 8 requires: 2 1/4 yards 36-inch material;

or, 2 1/8 yards 40-inch material and 2 3/4 yards ribbon for sash. If made as illustrated in



second view, size 14 requires: 3 5/8 yards 32-inch material; or, 3 3/8 yards 36-inch material; or, 2 1/4 yards 54-inch material and 3 yards ribbon for sash.

Dress closes at center-back. Round neck is finished with collar, and perforated in front for square outline. Long or short sleeves.

12672. Blue or yellow transfer, 25 cents.

1037 Price 30 cents

Sizes 6, 8, 10, 12, 13, 14, 15, 16, and 17, years.

1006. Boy's SUIT. Size 8 requires 3 yards 36-inch material; or, 2 1/2 yards 44-inch material, or, 2 yards 54-inch material with 7/8 yard 36-inch lining for back of vest, pockets, and waist-bands.

The suit consists of a jacket, vest, and side-closing trousers. The jacket has a notched collar, inserted pockets with pocket laps and two-piece sleeves. Belt is closed in front. The vest has a round collar, inserted pockets and belt straps at back. The vest may be made of white pique, linen, or pongee, while the suit may be made of tweed, cheviot, French serge, Poiret twill, velveteen or corduroy.

1006 Price 35 cents

Sizes 4, 6, 8, and 10 years



Dress 1343

Dress 1383

Dress 1380

Dress 1416

Dress 1397

35 cents for each of the above numbers.

### WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md."

Try our pattern service—five days from day you mail order to day you get pattern.

Name.....  
 Street.....  
 City..... State.....  
 Size.....  
 Send pattern number.....





### A Pretty Frock for the Little Tot

4171. One could use voile, crepe or nainsook for this model. Gingham and percale are also attractive. The sleeve may be in wrist or elbow length.

The Pattern is cut in four Sizes: 1, 2, 4 and 5 years. A 2 year size requires  $2\frac{1}{4}$  yards of 32-inch material.

Pattern mailed to any address on receipt of 12 cents in silver or stamps.

### An Ideal House Dress

4179. The simplicity of this model is its best feature. The pleasing fullness above the bust, and an equally comfortable allowance on the sides at the hips, are practical points that will appeal to the woman who likes neatness and comfort in her house dresses. The sleeve in short length is attractive and comfortable. The long sleeve may be turned up for convenience in working.



This Pattern is cut in six Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38-inch size requires  $4\frac{5}{8}$  yards of 32-inch material. The width at the foot is  $2\frac{1}{8}$  yards.

Pattern mailed to any address on receipt of 12 cents in silver or stamps.

### A Simple Frock for a Small Miss

4188. Plaid gingham in brown tones is here shown. The dress is also attractive in gabardine, tricotine, percale and other seasonable materials. The sleeve may be finished in wrist or elbow length.

The Pattern is cut in four Sizes: 4, 6, 8, and 10 years. A 6 year size will require 3 yards of 32-inch material. Collar and cuffs



of contrasting material require  $\frac{3}{8}$  yard.

Pattern mailed to any address on receipt of 12 cents in silver or stamps.

### A Comfortable Protective Apron

4193. Blue and white check gingham with rick rack braid for trimming is here illustrated. Crepe with a finish in colored yarn would be nice, as would also be percale or sateen with binding in a contrasting color.

The Pattern is cut in four Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires  $4\frac{1}{2}$  yards of 36-inch material.

Pattern mailed to any address on receipt of 12 cents in silver or stamps.

### An Up-to-date Dress for the Growing Girl

4187. This makes a splendid school dress in serge with contrasting material, or in checked or plaid woolen with trimming of braid or a finish of machine stitching. The waist has the now so popular side closing. The sleeve may be finished in wrist or elbow length.



The Pattern is cut in four Sizes: 6, 8, 10, and 12 years. A 10 year size requires  $2\frac{3}{4}$  yards of 44-inch material.

Pattern mailed to any address on receipt of 12 cents in silver or stamps.

### Pattern Prices

Any Pattern, ON THIS PAGE ONLY, sent to any address on receipt of 12 cents in stamps. Use coupon on preceding page.

Send 12 cents in silver or stamps for our UP-TO-DATE FALL & WINTER 1922-1923 BOOK OF FASHIONS.







## Dangers in Health Fads

*One of a series by Life Extension Institute containing the latest and the most scientific information on healthful living and the prevention of disease*

THE faddist, whether he thinks he has a cure for disease or for some social ill, may be a very useful citizen. Sometimes he is useful in that he forces investigation of his claims and they are found to be groundless, and a lot of doubtful matters are cleared out of the way. In other cases, the faddist may start in motion some much needed investigation even though only a modicum of truth is found in his own particular theory. In rare instances, about once in a century, some alleged extremist or faddist proves to be a genius and discovers some far reaching fundamental truth. What the public needs to bear particularly in mind is that because once in a century some marvelous discovery is made by a man who is ridiculed by his orthodox fellows, that is no reason why every alleged marvelous discovery should be embraced with enthusiasm, and this applies more emphatically to health fads and medical fads than to any other class.

It seems almost like an insult to the intelligence of my readers, to warn them against patent medicines, yet vast sums of money are still spent on these nostrums. Putting this aside as unworthy of even a moment's serious discussion by intelligent men and women, we will consider more especially the dangers that lie in following vaunted medical systems or systems of hygiene or health building for which extraordinary claims are made. As already suggested the faddist who brings forward these measures may prove to be a useful citizen, in that he starts something, but the man in the street, if he acts in the interest of himself and his family, will let the health faddist and medical faddist start these things in scientific circles and stir up the doctors, the chemists, and the physiologists as much as he pleases. He will await, however, some authoritative message from scientific sources before falling for any extreme method in diet, exercise or medical treatment for which "cure-all" claims are

made. There is no one measure that is an all embracing cure for human ills.

It is a fact that in particular types of trouble a certain method may supply about 90 per cent. of what the patient needs, but it is very unsafe to proceed on the assumption that as a rule it will supply even 20 per cent of what the average person needs. The work of the Life Extension Institute has shown that most people need to do quite a number of things in order to clear up their physical troubles and obtain sound health. It is idle to follow some marvelous system of exercise if one has a septic focus in the head, diseased tonsils, or septic teeth. The most ideal diet will do very little for people who have some specific infection that is undermining their health. On the other hand, diet and exercise will do a whole lot for these same individuals if they give proper attention to their specific trouble, the infection or the particular disability that is really chiefly responsible for lowering their condition. In other cases the lowered condition of health may be chiefly due to some dietetic deficiency, or to lack of exercise; and an infection which has been located may be of a comparatively mild type and not chiefly responsible for the lowered health.

What we wish to make clear is the great need for following a full health program based upon a thorough examination of the body and the life of the individual. Unless this is done, a great deal of money and years of time may be wasted in futile search for health or for the cure for disease. This brings us to the most serious danger in following a health fad to the exclusion of other sane and scientific measures. There may be nothing directly harmful in the fad itself, and it may even have certain beneficial features, but it may lead an individual to neglect perhaps the most important measure that is needed. This applies particularly to mind-cure fads which are so popular at the present time. Auto-suggestion, psycho-analysis, and other similar

lines of treatment have a definite value in a limited number of cases, but cannot be universally applied without great danger to the public health. Do not let anybody persuade you that you can **think** yourself into Bright's disease or tuberculosis or any organic trouble, or **think** yourself out of them. These conditions always arise from some injury or strain, or poison or infection.

It is well to keep a cheerful mind, but it is all important to search for the original physical causes of disease and remove them. The mind does have an important influence on the body, but the wonder is that it has so little influence. It is a fairly common thing for people to worry all their lives about diseases and never develop them until a ripe old age has been reached. A cheerful spirit and a hopeful outlook is a valuable health asset, but much more than this is needed to protect the human body, which Dr. Herman M. Biggs, Health Commissioner of New York State, has aptly described as the "only machine for which there are no spare parts." False teeth might be regarded as spare parts, and many people seem to get along pretty well without their original teeth; but certainly there are no spare kidneys, spare hearts, spare arteries, brains, or spare stomachs. In protecting all of these parts, they must be, as Dr. Biggs emphatically states, periodically surveyed and proper repairs instituted. This cannot be done by sending messages from your conscious to your unconscious mind, but by well known common sense and scientific methods of medical treatment and hygienic regulation of your diet, exercise and activities.

## Railway Accounting Procedure

THE Railway Accounting Officers Association, 1116 Woodward Building, Washington, D. C., has published a book, entitled "Railway Accounting Procedure." Copies may be obtained from the Association at \$1.00 each.

It is the standard reference book on railway accounting, and is indispensable to railway clerks, agents and officers in all departments.

It is the only book of its kind published. It is authentic, up-to-date, and dependable in every way.

In its 468 pages, the book gives those railway accounting practices and principles that are not available in any other manner—being compiled exclusively for this book.

Copies of "Railway Accounting Procedure" are owned and used by railroad accounting officers everywhere.

The size of the book is 6 x 9 inches, printed on good paper in clear, readable type, and substantially and attractively bound in dark-green cloth. Its appearance is worthy of commendation.

It is a book that every railroad man should have conveniently available.





## Children's Page

### When Mrs. Santa Filled the Stockings

#### I.

IT was three days before Christmas at the North Pole. Santa Claus and his good wife had finished their toy-making and you may be sure that they were very tired. Thousands of dolls and sleds had been finished for good little girls and boys; thousands of pairs of warm gloves and stockings for little red hands and feet, and millions of beautiful candles that would sparkle in the homes of little girls and boys all over the world.

Santa chatted merrily with Mrs. Santa as they ate their breakfast. Then he pulled on his heavy long boots over his blousy red trousers, belted in his jacket and put on his cap.

"Goodby, Old Woman," he called to Mrs. Santa, "take care of yourself, and don't open the door unless you know who's there. I'll be back in time for Christmas." And he kissed his wife right on the end of her nose.

"Oh, you tunny Santa," said she, laughingly, as she put her hands up to fasten his collar securely. "But oh, my dear," she added, "where is your fur muffler? Aren't you going to wear it?"

"No," declared Santa, "I'm sure I'll not need it. Why, it's the warmest Christmas-day I've ever seen." Then, jumping into his big new sleigh and cracking his whip, he was off to take the toys and goodies to the children. The air was cold and snappy, just like Christmas, he thought, as he went speeding along. Even his reindeer thought so, too, as they snapped their heels on the beaten snow.

#### II

Far away in a little country village, miles and miles from the nearest town, lived Blacksmith Tom and his wife with their large family of children. The blacksmith worked all day and sometimes even into the night to get food and clothes for them all. Today was Christmas Eve. For two days it had been snowing hard, and for a long time the snow had drifted too high for anybody to drive through to town. Old Granny Brown—she wasn't their grandmother, but the children loved to call her that, for they were so fond of her—had come from her home on "The Sands" two weeks before to help the blacksmith's wife with her sewing. She was still there, for she had not been able to get home. She was such a

jolly little old creature that the children were glad she hadn't been able to go. Even tonight, with the snow piled so high, she comforted the little ones as they began to wonder if Santa would come.

Father was in his shop finishing up a sleigh runner that had been promised for tomorrow. It was long after dark, and the children looked out of the frosted windowpanes to see the sparks fly from his forge. After awhile, when the runner was finished, he came into the house.

"Looks like a slim chance for Santa Claus tonight, my children," he said as he stamped the snow from his feet and shook his heavy coat.

Little Willie and his sister Rose began to cry. Even John, who was ten, and his older sisters and brothers felt like crying, too.

"Oh, never mind," said Granny Brown, "I'm sure that he'll get here some time, even if he is a day or so late. Let's hang up our stockings anyway, and sing our Christmas songs, and perhaps. . . Oh, well, who knows what may happen?"

So they all felt better and got out their stockings and hung them in a row. Then Mother and Granny joined in singing their Christmas songs that they had learned at school, and when they all knelt down to say their prayers, they prayed that Santa might not forget them altogether. Mother sat quietly with tears in her eyes when she heard their prayers, and Blacksmith Tom got up quickly and went out.

#### III.

On the day after Santa had left his home at the North Pole, Mrs. Santa set about getting her house in order. Making toys

and dressing dolls always seemed to get everything topsy-turvy. There is always such a rush in Santa Claus Land, for as soon as the good saint should return, they must begin on the toys for next year. No wonder that sometimes some of Santa's little people are forgotten.

Mrs. Santa soon finished her cleaning and had just begun to write out next year's list of little folks when she heard a knock at the door.

"Who's there?" she called, as Santa had told her to do.

"It is I, Jack Frost, open the door." And sure enough, there sat that naughty boy, Jack Frost, riding the back of Old Boreas, the north wind, and kicking his sides with his shins.

"Good-day, Mrs. Santa," said he, "and where is your good man?"

"You know as well as I, Jack," she replied, "Santa's gone to take the Christmas toys to all the good children."

"Oh, ho!" laughed Jack, "And how can he be there when he's here? Ha! Ha! There he comes, riding over the snowdrift!" And Jack gave Boreas a kick in his sides and they went skimming over the frozen seas.

Mrs. Santa ran out and looked up towards the big drift. Sure enough, there was Santa, with the sleigh full of toys. What had happened? She ran out to meet him.

Poor Santa was ill.

Mrs. Santa helped him out of the sleigh and into the house, where she put him to bed and gave him some hot coffee. Soon he felt much better and was able to tell her what had happened.

"That naughty Jack Frost," he told her, "was the cause of it all. The snow had gotten so deep that the reindeer could hardly pull through it, and the flakes came down so heavily that I could hardly see. Just then Jack Frost came along. I called to him to tell me if I should turn to the right or to the left. He told me to go to the left. I went, and the first thing I knew, I was stuck fast in an iceberg. The air was so cold, and I hadn't my muffler to keep me warm. When this morning came and I could see better, I found that I was too ill to go farther. I had to come back. Per-

(Continued on page 40.)



Drawn by Elizabeth Berry, Hamilton, Md.

Blow on, ye snowdrifts where ye will, o'er hillock, vale and lea—  
My fire is bright, my heart is light, and we have a Christmas tree.

—T. E. S.





"Jack fell down and broke his crown—"  
Drawn by Edna Akes, Xenia, Ill.

Dear Boys and Girls:—

Merry Christmas!

If all the things that I wish for you were tied up into packages, poor old Santa Claus would be buried under the pile and he would never get to see you. So I'll just send you all my best love on every page of the MAGAZINE.

This will be one of my happiest Christ-masses, and all because you have made it so happy for me by sending me so many lovely stories, poems and pictures all through this year to make our Children's Page just what it ought to be.

I am glad that we are all so well and happy. Little Billie Lowes, whose daddy is our general passenger agent at Baltimore, was one of our little sick people this year, but now he is getting well so fast that he has to pinch himself to see if it is he.

Myra Gill has written a lovely little Hallowe'en play. It was given before the Parent-Teachers Association of her school. Myra is going to let us have the play for our page next October.

So many new little people have joined our circle, and all of these have helped me so much. I hope to hear from many, many more during next year, and all of the old ones, too.

I haven't written my letter to Santa Claus yet, so I shall have to begin right now. Let me know what he brings you for Christmas. Here's a big bushel of love for each one of you. Good night!

*Aunt Mary*

A Happy Christmas Day

By Lillian Mudge, Cumberland, Md.

ONE Christmas Day my brother and I got up very early. We ran into the parlor to see what Santa Claus had brought us. To our great surprise there sat a beautiful doll, a drum and a bicycle.

I picked up the doll and stood it up to look at, and what do you think? It walked.

So I walked with it until I got tired, then I picked it up and ran upstairs.

My brother kept beating the drum and riding the bicycle until everybody was awake. We told them all that it was the happiest Christmas of all.

The Christmas Baby

Dorsey, Md.

Dear Aunt Mary:

I have a poem to tell you. Mother told me, because I was born on Christmas Day. I shall be eleven years old on this Christmas Day. Here is the poem:

I'm just a little Christmas gift,  
I came on Christmas Day.  
Perhaps you'll think that very strange,  
But it happened just this way:  
When Santa Claus had brought his gifts  
To one and then another,  
He found me in the bottom of the bag,  
So he brought me to my mother.

Your loving niece,  
(Signed) Pearl Reimsnider

To Bring You Christmas Cheer

By Lillian Reay, Baltimore, Md.

Whatever your heart may wish for,  
To what you may aspire,  
These gay little Christmas poinsettas  
Will bring you your heart's desire.



Drawn by Lillian Reay

The Bunny That Grew From a Stocking

TWO years ago there was a story in the MAGAZINE about how a pussy cat grew from an old stocking. An old lady read the story one day. She thought of a pair of old gray stockings that she had in her work bag. The feet were all worn out, and she wondered if she couldn't make a pussy cat for her little grandchild. She

got out the stockings, some cotton wool, a needle and some thread, and made as handsome a cat as one would wish to see. Then she thought that if she could make a cat with one stocking, she could make a rabbit with the other. And so she did. She drew these pictures so that you might see how she made it.

First, she cut off the foot of the stocking (figure 1). Next, she gathered the top together, stuffed some cotton wool up into it, then gathered the place for the neck and tied a string around it to make sure that it would not come apart. She stuffed the rest of the body and placed a little, round piece of cardboard in the bottom so that Bunny might sit up (figure 2).

Two large buttons formed his eyes, and with some black thread she made him a set of whiskers. A bit of cotton made a nice little tail (figure 3). For his ears and hind feet, there were four fingers from old gloves, with a tiny piece of wire in each to bend the ears into place (figure 4). And last of all, she marked arms and hips in ink and tied a big bow of ribbon around his neck (figure 5). Wouldn't you like to make a nice bunny like this? Why don't you try?

Now John Believes in Safety First

Uniontown, Pa.  
October 1, 1922

Dear Aunt Mary:

I will tell you what great fun we have playing on Mr. Robinson's lawn.

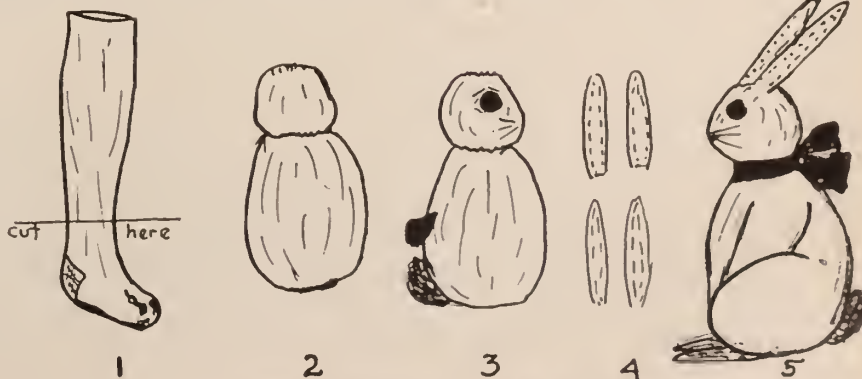
Mr. Robinson's house is near ours, and here Samuel Robinson and Helen and I play every day.

One day our ball rolled down the steep side of the lawn and Samuel and I were trying to see who could get it first. Samuel was running in front of me. Suddenly he stumbled and fell and I ran into him and both of us rolled over the stone wall and right down in front of a lady who was pushing a baby carriage with the baby in it.

I'll tell you we were scared, for we just missed the carriage and the baby.

Now we play on the other side of the lawn where there is no street.

Your friend,  
(Signed) John Beall (8 years old)



It's easy to make this bunny from an old stocking



## When Mrs. Santa Filled the Stockings

(Continued from page 38)

haps I'll feel better tomorrow. Then I'll go on my journey again."

"You will not," declared Mrs. Santa, "you'll stay in bed right where you are. I'll ask the Snow Fairy to come and take care of you, and I'll just ride around myself and tell the children that you'll be there next week. I'll tell them to hang up their stockings on New Year's Eve instead."

"Oh, but how will you get there?" asked Santa. You could never drive all those reindeer, and you may lose your way with the sleigh."

"Never mind," said she, "I shall not try to drive the sleigh. I shall ride Aurora, the reindeer that you left behind. Aurora is as swift as the wind, and I shall be there in plenty of time."

"Bless your dear heart," cried Santa, "but you must be very careful."

Mrs. Santa promised. "And I must hurry up," she added, going to the closet and getting out the suit that Santa had worn last year, for the one which he just took off was loaded with icicles. Then, to her great joy, she found that his last year's boots fitted her just right. She looked for a cap, but there was none to be had, so she got out her fur-lined night-cap that Santa had given her for a Christmas present, tied the strings, threw on Santa's muffler, kissed her husband goodby, and set out.

At the stable she called to the reindeer. "Aurora," she said, as she slipped the bridle on the swift-footed animal, "do you think you can get down where the millions of boys and girls live before Christmas morning?" And Aurora wiggled her little ears, for that's a reindeer's way of saying "yes."

Over hill and valley they fairly flew, so fast that the North Star, looking down, could not imagine what Santa Claus was doing, for he did not know that this was not Santa himself. Once they passed Jack Frost on the way, but they were going so fast that Jack thought Aurora must be a whirlwind going by. Mrs. Santa could not help smiling. For hours and hours they went without stopping.

The snow was coming down, but by riding over the tops of the highest clouds, they managed to get out of a lot of it, for high up in the top of the sky the stars were twinkling beautifully. Oh, how happy was Mrs. Santa when she thought of seeing the many, many little children of whom Santa had told her! And oh, how she loved to ride on the back of this swift-footed animal!

"Oh, Aurora," she cried, as she saw the roofs of some houses and a church steeple, "are we not getting into the village where Blacksmith Tom lives?" And Aurora, who had been on the journey with Santa many times before, wiggled her ears.

"Then take me straight to his house, for

I want to see his children first. There are so many of them and they must not be disappointed." So Aurora ran straight to the roof of the little house all covered with snow that stood next to the blacksmith shop.

### IV

Georgie and Willie, and Rose, and Johnny, and Ida, and Fannie, and Laura, and Liza and all the rest of the children had gone to bed as soon as they had said their prayers. Only Rose was awake. She was only five, but she could not sleep for wondering if Santa would come. Just as she rolled over in her little bed for the 'leventh time, she heard a noise, as if someone were coming into the room. She got up and crept over to where Johnny and Willie lay, fast asleep.

"Wake up," she whispered, "I do believe that Santa's coming!" She pulled at the sleeves of the boys' nighties. They sat up right and looked at her.

"Better lie down," cautioned Johnny, "if you're awake you won't get anything!" But little Rose stood motionless in her bare feet. Her brothers, too, held their breath as the door opened. Then they saw a funny creature that looked like Santa, and yet, who wore a nightcap.

"Oh, it must be Granny Brown," cried little Rose, running toward their visitor. "Is that you, Granny? It looks just like your nightcap."

"No," replied the funny creature, "I am Mrs. Santa Claus, and I've come to tell you that Santa is ill. But he says that he'll soon be well again, and for you to hang up your stockings again on New Year's eve. Now, hurry back into bed before you catch cold like Santa did."

"Oh," cried Fanny, who was now wide

awake, "and is he very ill?"

"Just a bad cold," declared Mrs. Santa, reaching for the stockings.

"But, Mrs. Santa, what are you putting into our stockings?" cried Laura.

"Go to sleep," advised Mrs. Santa, "and you'll find out in the morning."

Soon she went away and what do you suppose they found in their stockings on the next morning? Home-made ginger cookies and molasses candy—just the kind that Granny always made for them. Of course, they ran at once to ask Granny.

"Yes," she told them, "Mrs. Santa came upon me just as I was making them for you. She felt so badly about not having anything for your stockings that your mother suggested that she might have these. I was making them as a surprise for you on Christmas morning.

"I like them better in the stockings," declared Rose, and all the others said so, too. Then they all hugged Granny and kissed their mother, and everybody was so happy, and each one declared that it was the very nicest taffy that Granny had ever made.

This is a really, truly story. Blacksmith Tom was my very own grandfather, and his children were my mother, my aunts and my uncles. They told me the story, and I know that it must be true. Oh, yes. I forgot to say that Mrs. Santa also put some of my grandmother's dried apples into the stockings, too. And on New Year's Eve the children hung up their stockings again, and Santa came and brought them lots of nice things. My mother did not say that Santa wore his muffler this time, but I'll bet you a stick of peppermint that he did.

## Aunt Mary Jines the Glee Club

Razorback Farm, November 23, 1922

Dear Mister Seckrytary:

I seen a notice in our Maggie Zeen what said that you Glee Club boys needed some money to help you in your carryin's on. So me an' Ezra, havin' raised a purty good crop o' taters last summer, have decided as how we'd like to do a little gallivantin' 'round this winter, an' as a starter we agreed that the first good thing to do was to go to hear you angels sing.

Course, Ezra had a notion in his head for to go down to the Gayety or the Palace, but, as I sez to him, there aint no fool like a old fool, speshully when he gits his eyes on the young gals. I aint forgot the awful time I had with him when that red-headed widder useter live next door. So I puts down my foot on the ballay stuff, an' my foot, bein' heftier than Ezra's, done the work.

Well, Bro. Seckrytary, here's your five dollars an' our good wishes. May it help your voices considerable.

Yours truly an' respectful,

(Signed) Aunt Mary

P. S. Ezra sez he heard this mornin' that you aint got no more'n about 35 associate members, what have sent in their \$5. I'm givin' 'em a bit of good advice: they'd better get busy an' come across if they expect to hear you all sing in the Maryland Casualty Auditorium on Jan. 30. All them what has already heard you sing knows what a treat they'll get, but them as hasn't has got something comin' to 'em fer shore.

P. P. S. If you wanter put on a ballay dance or two, I won't get mad, as I'd hate to see Ezra git plumb disappointed; he never had no head for classikal music.



## The Realm of the Riddle

(Continued from page 31)

### No. 15. DIAMOND

- 1—A letter,
- 2—A young animal,
- 3—A City of France,
- 4—Parts of a battleship,
- 5—Veneration of the Supreme Being,
- 6—An inclosure,
- 7—A letter.

Baltimore, Md.

C. Lion

### Just between You and Me

Your attention is called to puzzle No. 1 in this issue. This is a real anagram—one of the best I have seen in a long time. The author, Miss Olive W. Dennis, is just a beginner, but to prove her first effort was no fluke she has contributed other puzzles of equal merit which will appear in early issues. If Miss Dennis upholds in her future efforts the high standard she has set with her first contribution she will immediately take rank with the very best of our flat puzzle composers—and I predict she will.

No. 10 is a progressive half-square which does not differ from the ordinary half-square described in the June issue except that the second word is the first word with the first letter cut off and the third word is the second word with the first letter cut off, etc. For instance; take the words "crape," "rape," "ape," and you will get the idea.

No. 11, the numerical enigma, is the first of its kind we have so far published although this particular style of puzzle is one of the oldest known. Each numeral represents a letter and each combination of numerals represents a word, and when these words are inserted in the verse where the numerical combinations now stand they will fit in and make sense with the other words. For instance: 6-7-8-9 represent a word of

four letters which if placed in the space occupied by these numerals in the verse will make sense in connection with the other words. You will notice from the numerals that there are sixteen letters in the answer to No. 11. To solve the puzzle set down the numerals, from one to sixteen, and as you find the correct words set under the proper numeral the letter represented by that numeral in the puzzle. When you have found all the words and set the letters down in their proper places you will have the answer to the puzzle.

Lateo, that master craftsman of large forms, just couldn't hold in any longer so he contributes in No. 4 an eight-letter rhomboid which is larger than anything of its kind we have so far published; and not to be outdone, Red Crow supplies a seven-letter square which represents progressiveness in size of this kind of puzzle over our previous offerings. But don't let the size of either puzzle worry you, because, as I said once before, the bigger the puzzle the more opportunity you have for picking up some clues to the answers.

No. 8 is another neat offering by L. M. N. Terry and we predict it is going to require some effort on the part of the solvers to work out the answer.

### Hats Off to Arthur Gans—A Real Safety Man

FOR the past several years Arthur D. Gans has been making fast friends all over the Railroad by his interesting work as motion picture exhibitor and "magician" of our Safety Department. How many accidents he has saved by his clever entertainments will never be known, but the figures for him on the credit side of the Safety ledger must be big.

Early in November Mr. Gans came into

the MAGAZINE Office and laid on the editor's desk the picture which appears on this page, and the engraving from which it was printed. And he said:

"Do you mind running this picture in the Christmas MAGAZINE for me? I want to remind the thousands of Baltimore and Ohio people all over the System whom I have met, that I am still on the job and at their service for Safety, through this holiday greeting."

Of course we were glad to do this for Mr. Gans as we are glad to do everything which will promote the great work of Safety.

Incidentally, we learned that last year Mr. Gans sent out two thousand greetings similar to this one, having the drawing and cut made at his own expense and addressing the envelopes and attending to the mailing himself.

We call that real heart interest in Safety and wish that more of the same spirit obtained throughout the rank and file of our workers.

### Your Community Building?

(Continued from page 27)

And this is only the beginning. The Chautauqua was housed there last summer. Conventions and exhibits and shows of many kinds have also been held there. In planning the building, the many purposes it might serve were taken into consideration. In the rear, a big door was cut that will permit the entrance of the biggest circus wagon, automobile or anything else that the exigencies of an indoor circus, an exhibit, or industrial exposition might require. Not only the whole town, but the whole county is benefiting by this piece of cooperation on the part of the people of one city.



"At Your Service" is the "Merry Christmas" which Arthur Gans sends to all his big and little friends in the Baltimore and Ohio family. Call on him when you want a good entertainer!



# Mechanical Department Promotions on October 15

Augustus H. Hodges, Master Mechanic, Cumberland; W. J. Dixon, Assistant Master Mechanic, Keyser; Henry E. Whitener, Assistant Master Mechanic, Holloway

Augustus H. Hodges

By J. J. SELL

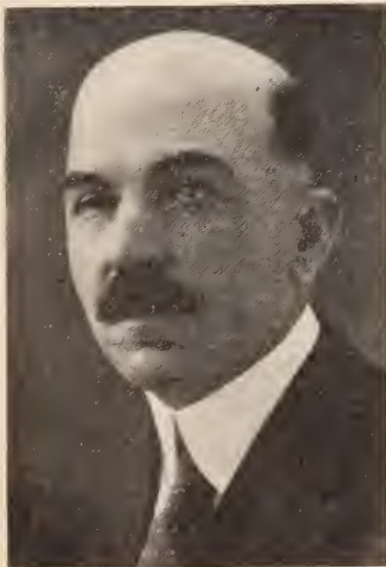
ON October 15 Augustus H. Hodges was appointed division master mechanic with headquarters at Cumberland, succeeding the late Thomas F. Perkinson.

Mr. Hodges was born December 12, 1873, and first entered the Baltimore and Ohio service as an apprentice on the Cumberland Division in Keyser shops. He was promoted to machinist at Grafton, to foreman in the Weston shop in 1901, and then to general foreman at Brunswick in 1905. He was acting master mechanic at Cumberland during 1907, and then held various important positions on the Philadelphia, New Castle and Pittsburgh Divisions, returning to the Cumberland Division as master mechanic at Keyser on November 19, 1918. He has successfully handled the operations at that terminal and at the important helper stations on the West End of the division, and his promotion to the important position at Cumberland is well merited.

Mr. Hodges is well known over the entire system but feels more at home on the Cumberland Division where he started his career. To his many friends and fellow employes he is known familiarly as "Gus." The heavy mountain power and fast road and passenger power maintained at Cumberland and at intermediate terminals and helper stations, makes it necessary that the man filling this position be thoroughly familiar with all classes of power and Mr. Hodges is well qualified along these lines, and his many friends wish him every success.

W. J. Dixon

W. J. Dixon comes to Keyser to fill the vacancy created by Mr. Hodges' promotion, having seen service on the Cumberland division. He understands conditions in this territory and was extended a hearty welcome upon his return.



Master Mechanic A. H. Hodges



Assistant Master Mechanic W. J. Dixon

Mr. Dixon was born on May 26, 1886, and after graduating from the University of Illinois as a Railway Mechanical Engineer entered the service of the C. B. & Q. Railroad, working in the Test Department. He next entered the employ of the Erie Railroad as a special apprentice, and completing his apprenticeship with that Railroad, entered the service of the Illinois Central Railroad Company as a machinist.

He began work with the Baltimore and Ohio on September 9, 1915 as a machinist at Cumberland, being transferred to Philadelphia on April 1, 1916 at which time he worked in the same capacity. On May 5, 1916, he was sent to M. & K. Junction as general foreman, at which point he remained until January 22, 1917 when he was transferred to Grafton as general foreman. On November 1, 1918 he was transferred to Weston, W. Va. as general foreman, and on March 16, 1920 was transferred to Holloway as assistant master mechanic, and remained there until his recent transfer to Keyser.

Henry E. Whitener

Henry E. Whitener entered our service at Keyser as machinist, November 18, 1919, going to Cumberland in the same capacity about a week later. He was made general foreman at Grafton on January 16, 1920 and became foreman at Parkersburg on September 15, 1920. He was made general foreman at Holloway on September 4, 1921 and was promoted to assistant master mechanic there on October 15 last.

No Tie!

The high-powered car was speeding toward a railroad crossing when a train rounded the bend a mile away. The two men in the front seat, both racing fiends, began an argument as to whether or not they could beat the train to the crossing. The driver insisted he could easily make it, his companion that the train would beat them by several minutes. The argument

and the speed increased and the train rolled swiftly on. Finally a passenger in the rear seat could stand it no longer. Frantically clutching the side of the car he shouted: "I don't give a d— who wins this race, but I hope it ain't a tie."

—Chicago Daily News.

## Railroad Construction-Theory and Practice

*A Text-book of the Theory and Practice of Railroad Construction, for the Use of Students in Colleges and Technical Schools, and a Handbook for the Use of Engineers in Field and Office. Seventh Edition, Revised and Enlarged. By Walter Loring Webb, C. E., Member Am. Ry. Eng'g. Assoc., etc. 847 pages; 4 1/4 by 6 3/4; 225 figures, 10 plates; flexible bound; \$5.00; Published by John Wiley & Sons, Inc., New York.*

IN this Seventh Edition numerous corrections and revisions have been made throughout the text-matter to make it conform to the decisions of the recent conventions of the American Railway Engineering Association.

Some of the more important changes, additions, or developments of subjects incorporated in this new edition are as follows:

- 1—The shrinkage of embankments and the subsidence of subsoil under them.
- 2—Laws governing the life of ties; developments in substitutes for wooden ties.
- 3—Rails; present status of specifications; testing; life of rails; failures; intensity of pressure; rail wear.
- 4—Rail joints; causes of failure.
- 5—Water tanks; principles of construction.
- 6—Yards and terminals; hump yards; grades—(nearly rewritten).
- 7—Train resistance; resistance of passenger cars, freight cars; resistance through switches.
- 8—Stresses in track, in rails, ties and ballast; static and dynamic stresses—(new). This chapter contains a very condensed account of the reports of the Special Committee of the A. R. E. A., on "Stresses in Track."



Standard Track, Baltimore and Ohio Railroad, west of Wheeling, W. Va.



# Where They Come Back

## And Where "Christy" Matthewson Forbade Their Cheering When He Pitched His First "T. B." Game

By HELENA V. WILLIAMS, Assistant Publicity Secretary, National Tuberculosis Association, New York City

**F**ORTY-NINE years ago Edward Livingston Trudeau, a young physician, went up into the wilderness to die. Tuberculosis had marked him for its victim, and he wished to gaze until the last upon his beloved Adirondack pines, whose beauty alone could bring him peace and forgetfulness. But Nature had endowed him with the indomitable spirit of the pioneer. That, combined with a great love of mankind, prolonged his life for thirty-three years and made his name one of the foremost in the medical world. Saranac Lake, New York, has become known the world over as a health resort, and Trudeau Sanatorium to which it owes its fame, the first and one of the most successful institutions for the treatment of tuberculosis in the United States.

### The Town That "T. B." Built

Saranac Lake, the village, exists for and has been built around Trudeau Sanatorium, very much as a college town exists for and is dependent upon its university. Its shops are for the convenience of "Trudeau's" patients, its hotel for the comfort of their guests, the residences of its natives furnish board and lodging for those who because of an advanced tuberculous condition or for some other reason cannot be admitted to the sanatorium. The rulings of its department of health are framed to prevent disease infection through carelessness to the well or convalescent. The working population, letter carriers, delivery men, police officers and shop keepers all are "arrested" cases of tuberculosis; in fact everyone in this little town is either a "T. B." an "ex-T. B.," or a relative of some one who comes under either of these classifications.

The sanatorium itself is located outside the city. One passes through the village, from there through the residential section, and comes to an imposing wrought-iron gate which is the entrance to Trudeau. A winding road leads to a group of cottages which in outward architecture resemble the picturesque Swiss chalet. For the most part, they are of frame, painted yellow and topped with green gable roofs and offer an harmonious contrast to the surrounding mountainside. Inside, gaily chintzed living room and large inviting fireplaces welcome the visitor or patient to a restful hour with a book or friends. These cottages are the patients' quarters, as far removed from the average person's conception of an "institution" as is a penitentiary from a boy scout camp. To the right of the main road is the medical administration building where new arrivals are placed under observation for a week or more, in order to determine the exact status of their condition. Absolute rest in bed is the prescription here, for exercise of any sort is likely to cause a rise in temperature or some other temporary physical change, that might interfere with the making of a correct diagnosis. To the left is the dining hall, open on three sides and overlooking a magnificent range of mountains of which Mt. Baker and Whiteface are the chiefs.

The porches of the cottages as well as the dining hall porch are filled with long comfortable, upholstered chairs—the famous Adirondack recliners. Seated in these with

small tables between them, the patients who are allowed to sit up play bridge, "animals," and checkers or they chat of the day's affairs. Occasionally a young emotional member of the sanatorium family strums a ukelele while others sing or hum the popular songs of the day. Newspapers are not in great demand; perhaps the peace and remoteness of the place from the rush of the city life lessen the patients' interest in the workaday world. But letters from friends or family are always welcome.

The neighboring mountains too, gradually become the intimate friends of the



patients, friends whose expressions change from hour to hour, from goodfellowship to an inscrutable dignity and sometimes to forbidding anger, according to the mood of the weather gods who shift bits of summer fleece, racing storm clouds and the heavy gray snow-like masses, across the sun.

### Occupation a Part of "Curing"

A most interesting building is the workshop, named after Herbert Scolfield, who for seventeen years directed the occupation therapy work at Trudeau. Here basketry, jewelry making, metal work and woodwork, are among the occupations that are taught the patients. The building is one of the most beautiful on the sanatorium grounds, with leaded windows, walls of fumed oak and handwrought iron work. It contains a completely equipped dark room for developing, printing and enlarging pictures, and framed samples of the most artistic work that has been done by the patients decorate the walls of the building.

The recreation room is the favorite haunt of lovers of pool and billiards. It is true, one occasionally hears a grumbling "this cue has no tip," but such infrequent occurrences do not appear to greatly dampen the ardour of the players. There is also a large auditorium for motion picture performances and other entertainments, sometimes planned and acted by the patients themselves. As to outdoor sports, walking and croquet, or "T. B. golf," as the latter is locally known, are the favorites.

### The Morale of the Faithful

"Why, no one here looks sick!" visitors of the sanatorium are often heard to ex-

claim. Which is true. This phenomenon is due partly to the fact that only incipient cases are admitted to Trudeau and partly because the strict regimen of rest, plenty of nourishing food and fresh air soon add weight to the body and put color into the patients' cheeks. Also, there is an atmosphere of good-fellowship among the patients, and between the patients and their physicians, which promotes cheerfulness, in itself an excellent tonic. Further, the members of the medical staff are, for the most part, themselves arrested cases of tuberculosis, a fact that helps to increase the confidence of the patient in this physician and in the treatment.

The important thing in the treatment of tuberculosis is the education of the patient. Six months is the length of time that the average incipient case requires to recover from the disease. During this time the rules of healthful living and the special care which the ex-tuberculosis patient must observe in order to keep well, are so thoroughly drilled into him that the chances of a relapse are almost nil, provided he continues to observe them. As an illustration of how conscientiously the patients obey instructions, there is the story of last summer's ball game at which Christy Matthewson, "ex-T. B.," and the idol of the Saranac colony, pitched the first ball. The patients at Trudeau are requested not to talk loudly because of the strain this places upon the throat and lungs. The impulse on this occasion, however, was stronger than the will power of the fans and one of the crowd in the grandstand rose and shouted "Three good cheers for Matty!" But he added quickly, "not too rousing, boys, remember!" And one of their number who had been put on "absolute silence" by his physician whispered hoarsely, "Gosh, I can't cheer for you Matty, but I'll cough for you!"

The conscientious patient thus trained, upon his return home, spreads the gospel of good health among his friends. Besides knowing how to take care of his own health, he understands the principles of community hygiene. He knows the dangers of spitting; he knows that flies are germ carriers; he has learned that tuberculous cattle spread disease through infected milk and that, therefore, all cattle should be tuberculin tested or their milk pasteurized. So that the business of "curing" at Trudeau affects not only the individual patient but whole communities throughout the country to which they come back to continue their lives of social and economical usefulness.

Hundreds of other sanatoria for the treatment of tuberculosis have been established throughout the country during the past fifteen years. But many more are needed to care for the many cases for whom there are at present no vacant beds. To raise funds for this purpose and other phases of the tuberculosis campaign, the National Tuberculosis Association and its affiliated organizations are holding their annual sale of Christmas Seals in December.

### Sixth Annual Ball, Wheeling Division

The Sixth Annual Ball of the employees of the Wheeling Division of the Baltimore and Ohio, will be held at Convention Hall, Market Auditorium, Wheeling on the night of December 28, 1922. All employes are cordially invited.



## The Cover Design

Last year we offered a prize to the Correspondent who would submit the best idea for a Christmas cover for the Magazine. There were a number of interesting suggestions received, but by far the best of the lot came from H. S. Adams, then chief clerk to the superintendent of the Indiana Division and now chief clerk to the superintendent of the Ohio Division.

We think that our readers will agree that our art editor, C. H. Dickson, has interpreted Mr. Adam's idea in a most attractive way, with the Baltimore and Ohio train appearing in the role of "The Good Neighbor" and slowing down at the stop signal of Old Santa, to pick up the toys which have been thrown from the overturned sleigh and carry them on safely to the anxious boys and girls awaiting them.

### Francis Gonzalez

**M**OST of our officers, and practically all of the old employes around the Central Building at Baltimore will recognize the picture of this pensioned cook and porter, Francis Gonzalez.

"Frank," as he is familiarly known, was born in Havana, Cuba, in 1850. When he was nine years old, he went to live with a well known family, the Vanderwaters, of Havana City. He was reared and educated by these people and when he became a man, he remained with them as their family cook. In 1873 he came with them to New York. Three years later he began his service with the Baltimore and Ohio Railroad.

At the time of his employment, here, "Frank" was working with a cigar manufacturer. Seeing the shipments of cigars go out on the trains to lands unknown gave "Frank" a touch of wanderlust, and he asked his boss to intercede for him in securing him a position with the Railroad. This resulted in his employment in the baggage room, Camden Station. From here he went as cook on the cars of the various Baltimore and Ohio officers. For two years he cooked for President Willard. He also spent some time on the official cars of Mr. A. W. Thompson, former vice president; Major Johnson, Chief Engineer Manning, Mr. Charles F. Mayer, Mr. John K. Cowen, Mr. Leonor F. Loree, Vice President Potter, and many others among Baltimore and Ohio officers as well as of General Miller, of the Pennsylvania State Militia.



Francis Gonzalez

Speaking Spanish as well as English, "Frank's" services were in demand, and he made a number of trips to Mexico, where he acted as interpreter.

After a siege of rheumatism, "Frank" was given the position of porter in the Baltimore and Ohio Building. He served for several years in that capacity in the Transportation Department, from which he was retired on November 30, 1917.

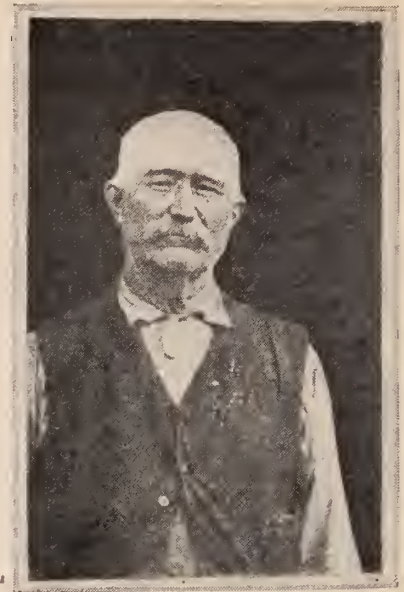
On December 5 of that year he went to his old home in Havana. Six months later he came back to the United States, and since that time he has been living at his present home, 514 W. Cross Street, Baltimore, Md.

### Engineer J. M. Buckner Rounds Out Fifty Years of Service

**O**N October 9, Engineer "Jeff" M. Buckner completed a service record of fifty years with the Baltimore and Ohio. The accompanying picture of Mr. Buckner was taken on that date, just after he had made a run. When asked about his railroad experience, Mr. Buckner said:

"I fired with wood out of Huntington, W. Va. for the Chesapeake and Ohio Railroad under the supervision of Master Mechanic Harner. On October 5, 1872 I was employed by the Baltimore and Ohio in Parkersburg under Master Mechanic I. N. Kalbaugh.

"In April, 1873, I was transferred to what then was known as the Third Division, Grafton to Piedmont. Railroading in those days was a hard job. We used the old link-and-pin and goose-neck couplers, also



Engineer Jeff Buckner

low-bumper couplers, camel engines and ten-wheel engines. In 1875 we got the 400 type engines and we had an awful time, for on this division there were "off again, on again, gone again." If we had the old link-and-pin couplers on this division today, to haul the trains that we are now hauling would require the services of ten wrecking trains to keep the road open.

"I have been trying to run an engine for 42 years and I have worked hard and I am still working. In the old days we had a rope from a reel stretched from the tank of the engine to the rear car for a break-in-two signal. This was connected to the whistle lever and to the gong or bell in the house on the engine. This rope was long enough to reach over 50 or 60 little 3-pot iron hoppers which were then used for hauling coal over this division.

"I fired over this division for \$1.80 per day, frequently working from 18 to 20 hours per day.

"In my opinion the Baltimore and Ohio has the best set of officers of any railroad in the United States. I have a warm place in my heart for all of them, for if you do what is right they will not turn you down.

"I wish particularly to thank Vice President Galloway and General Superintendent R. B. White from the bottom of my heart for the nice letters which they sent me concerning my 50 years of service."

## The Baltimore and Ohio General Office Duckpin League

Standing of Teams—Season 1922-1923

TEAMS	GAMES PLAYED	WON	LOST	PER-CENTAGE	PINS	AVERAGE
1 Engineering and Accounting .....	33	28	5	.848	16382	496.42
2 Comptroller .....	33	25	8	.765	16557	501.72
3 Coal Traffic No. 1 .....	33	21	12	.636	16092	487.63
4 Transportation .....	33	19	14	.576	16309	494.21
5 Maintenance of Way .....	33	19	14	.576	15856	480.48
6 Riverside .....	33	19	14	.576	15664	474.66
7 Motive Power .....	33	19	14	.576	15663	474.63
8 District Freight Agent .....	33	19	14	.576	15623	473.42
9 General Freight Claim Agent .....	33	17	16	.515	15982	484.30
10 Coal Traffic No. 2 .....	33	15	18	.455	15380	466.36
11 Auditor Passenger Receipts .....	33	14	19	.424	15585	472.27
12 Fuel Agent .....	33	13	20	.394	15031	455.48
13 Relief Department .....	33	11	22	.333	15301	463.66
14 Auditor of Disbursements .....	33	11	22	.333	15163	459.48
15 Valuation Department .....	33	9	24	.273	15085	457.12
16 Auditor Freight Claims .....	33	5	28	.152	14541	440.63



## Philadelphia Employes Hold Dutch Supper and Mask Ball

By Charles H. Minnich and T. E. Carrigan

THE officials have given permission to our employes to use the Assembly Room on the second floor of 24th and Chestnut St. Station for such social functions as they may from time to time arrange. We started out on Saturday night, November 4, by giving a masquerade party, dutch supper and dance, which was a big success. One of the department stores donated a piano for the hall.

It seems that a large and powerful magnet existed in that room and yet it was invisible to the eye. Whether in mid-air, on the ceiling, or in the floor, we cannot say, but we do know that the power of the unseen magnet was so great that it drew approximately three hundred persons out of their homes and into that Assembly Room! Isn't science wonderful?

But the peculiar part of it was that it not only attracted them there but in some magical way provided a majority of these people with the most beautiful, bewitching and, in some cases, ridiculous, costumes. When we got there we were glad the committee hadn't made its drawing power too great or it might have pulled one of those big 5,200 or 4,000 engines right up the stairs into that room, and then we wouldn't have had any room to dance.

The party was given by the Baltimore and Ohio Railway Clerks, Philadelphia Division, and it certainly was some party! Our only regret was that the hall was not larger. It was a most enjoyable affair from start to finish. Music for the sixteen dance numbers was furnished by a good five piece jazz orchestra. Things began to get lively as the music started and soon clowns were partners with ballet dancers (some costumes!); hod carriers with yama yama girls; Scotch Highlanders, with Japanese girls; Mexicans, with Dutch girls, and so on. It was truly a picturesque scene. And the finest thought was that all these good people who were having such a delightful evening together, had put in a good day's work for the Baltimore and Ohio.

The affair was formally opened by a grand march, led by Miss Mae Mooney, to permit the judges to select the prize winners in the various classes of costumes and characters. The judges were Messrs. Sands, Harbison, McAleer and Woodruff.

After the awarding of the prizes, those present were delightfully entertained by Myrtle Cochran vocalist, formerly of B. F. Keith's Circuit, Blenda Cochran, versatile song and dance artist, and A. Boettger, a Baltimore and Ohio favorite with local

selections. Mr. F. Reilly, one of the cleverest female impersonators in Oriental dances on the concert stage, made a big hit, and our old friend, James J. McCann, excelled in his character recitations.

The Committee was fortunate in securing the valuable services of Mr. Thomas P. Lee, Jr., a staunch friend of the Baltimore and Ohio Railroad, and one of the large contractors in West Philadelphia, who ably assisted in securing the natural decorations that make a masque complete. Our old friend, "Ben" Titchell, made it possible to have such a wonderful lighting effect in the Assembly Room. Lieut. Woodruff was our guide and guardian during the evening.

The orchestra rendered excellent music for the dancing, and in assisting the entertainers.

Little Claude Jackson almost won a prize (it was a tie) for being the most handsomely costumed Chinaman. All the costumes were good and if we named a few we would have to leave out about two hundred and ninety.

Credit for the neat little program card goes to the "Rebellious Rebel," William G. Orrell, Eastside, Philadelphia.

## William G. Vincenheller, Car Service Department, Presented with Gold Watch A Gift from His Fellow Employes

ON October 31, the employes of the Office of the Superintendent of Car Service presented their fellow worker, William G. Vincenheller, with a handsome gold watch. The occasion was Mr. Vincenheller's 75th birthday. He has been in the service of the Baltimore and Ohio for 46 years as clerk in the Car Service Department.

The presentation was a complete surprise to "Mr. Vince," as he is familiarly called. At 2.00 p.m., when the boys and girls began to gather around his desk, "Mr. Vince" suddenly got the idea that this must be the beginning of some kind of a drive or campaign, and he made haste to leave the room. On being assured that such was not the case, he was induced to return, but instead of going back to his desk, he stood on the outside of the crowd, awaiting results. He was finally persuaded to go back to his desk, and it was not until W. F. Koch, chief clerk, had almost concluded the presentation speech, that "Mr. Vince" realized that

The menu was as follows: Cold boiled ham, Pickles and Olives, Rolls, Hot Frankfurters, Candy, Coffee and Cakes.

There was a plenty for all, well served and of the best quality.

There were at least two hundred and fifty present including Division Engineer Harbison, Terminal Agent and Mrs. J. E. Sands and their daughter; Mr. J. J. McAleer, retired, Station Master Biser, Lieut. of Police Woodruff, and many other familiar figures on the Baltimore and Ohio System, including about 25 of our friends from Baltimore, Md.

The hit of the evening was made by a young girl, who danced a fancy dance at the rate of about one hundred miles an hour. This was so entertaining that it took down the house, and the applause so great that an encore was insisted upon and given. She was only a little girl, but she COULD MOVE! Her costume consisted of a yellow silk blouse and pantalettes (dressed as a boy) with black silk hose incased in half length patent leather boots. All the boys were tickled to death. Ask "Joe" McGovern or "Bobby" Miggins. Even dignified Charlie Machin showed as much interest as possible in view of the fact that his wife was with him.

The Committee consisted of: Alice Abel, chairman; C. H. Bradley, secretary and treasurer; Mae Mooney, Betty Duffy, M. N. Burkhardt, William Orrell, Owen Hamilton and T. E. Carrigan, master of ceremonies.

he was "it."

Mr. Koch gave a short, but interesting address, in which he described the progress made by the Baltimore and Ohio during the past seventy-five years. He mentioned the old candles and oil lamps which were used on the open platform coaches, and followed the development of such coaches into those which we now use.

He said further that although there were but few of the employes who were present at this gathering who remembered and who had witnessed this transformation, there was one in particular who had seen all of these changes. This man was W. G. Vincenheller, whose birthday was being celebrated by his office associates.

Mr. Koch then signalled out "Mr. Vince" from the throng and presented him with a handsome gold watch and chain, a goodly supply of cigars and tobacco and a pipe.

A general handshaking then took place, everyone present extending his or her con-

(Continued on page 60)



THEY CROWDED 'ROUND TO CELEBRATE "MR. VINCE'S" BIRTHDAY

Standing at the right of the picture is W. F. Koch, chief clerk, Car Service Department. Before him sits the honored guest, W. G. Vincenheller; at Mr. Koch's left sits "Uncle Billy" Wood, and on "Uncle Billy's" left is General Superintendent of Transportation W. G. Curren





## Safety Roll of Honor

### Staten Island

**Conductor Thomas Myers.** On Perth Amboy Sub-division way freight, westward. October 30. Felt unusual jar of train. Applied emergency brake and stopped train. Discovered broken rail. Notified train dispatcher. Protection arranged for until track was made safe.

### Baltimore Division and Baltimore Terminal Divisions

**Operator C. H. Berry.** Carrolls. September 29. Noticed wheel on truck of Tank Car P. G. K. 423 wobbling, indicating bent axle. Notified terminal dispatcher. Car set off at Mt. Clare.

**Operator J. F. Scarff.** Monrovia. October 18. Notified trackmen of a broken rail. Seven inches of track broken. Repairs made.

**Fireman J. L. Garrott.** Brunswick. October 26. Prevented a delay to Philadelphia section of Train No. 94, Engine 4241, by responding promptly when regular fireman did not show up for Train No. 3.

**Operator W. M. Shawen.** Westport Tower. October 26. Discovered fire at West end of Spring Garden Drawbridge of the Western Maryland Railroad. Reported condition to yardmaster, Port Covington. Fire extinguished.

### Connellsville Division

**Operator W. V. S. Barnette.** ED Tower. September 5. Noticed something dragging in train. Immediately notified Conductor Brewer, who stopped train. Examination showed door arm of W. M. hopper 11763 dragging on rail. Temporary repairs made and car removed to Bowest Yard.

### Pittsburgh Division

**Conductor J. D. Garloch.** Glenwood, Pa. October 24. Noticed flame between rails east end of bridge. Arranged for his engine, 2341, Engineer Kamp, to return to bridge and extinguish fire.

**Conductor J. C. Smith, Brakeman D. S. Parsons and Brakeman E. H. Gross.** Pittsburgh, Pa. October 31. While in charge of Extra 1502 and 1425 East, Northern District, railed a derailed car in their train, west of Bridge 505. Observed that brass and liners had been lost. Walked back along track. Found parts; borrowed a jack from section men, jacked up car. Disconnected opposite end of brake beam, inspected car, and train was hauled into Foxburg with a delay of only 45 minutes.

### Wheeling Division

**Mr. Perry Redman.** Ohio River Sub-division. October 29. Discovered broken rail. Flagged Train No. 87, at Pole 13-08.

**Conductor T. W. Johnson.** October 5. Discovered bent axle on car P. L. 902391, engine No. 4861, out of Holloway. Notified train dispatcher who arranged for car to be set off.

**Section Foreman D. H. Vandyne.** Observed same condition as mentioned in the foregoing paragraph. Also notified dispatcher.

### Charleston Division

**Car Checker P. M. Walker.** Charleston. Discovered broken rail. Reported and had repaired.

**Conductor C. C. Cogar and Conductor R. A. Brake.** Discovered 20 inches of flange missing from car. Reported condition.

**Conductor D. Curran and Engineer F. F. Bailey.** Buckhannon, W. Va. Discovered and reported broken rail.

**Mr. Charles Welch.** Sutton, W. Va. October 23. Flagged train No. 134 just south of Haymond and advised engineer of the discovery of a broken rail.

**Conductor D. Curran and Engineer F. F. Bailey.** Weston, W. Va. October 21. Found a broken rail opposite the tannery. Called trackmen. Necessary repairs made.

### Chicago Division

**Operator C. W. Paull.** Attica, Ohio. November 1. Observed dangerous condition, while Extra West, engine 4065, was passing tower at Attica. Examination showed brake beam down and a bent axle. Notified dispatcher. Also discovered broken rail at crossing. Made arrangements for proper protection.

**Clerk Van Openlander.** Garrett, Indiana. October 20. Noticed something dragging on Cincinnati Northern freight train. Reported matter to dispatcher. Train was stopped before any accident occurred.

**Mr. J. H. Williams.** Republic, Ohio. October 19. Observed broken rail in west-bound main track opposite mile post No. 15. Reported condition to operator. Necessary repairs were made.

**Pennsylvania Railroad Towerman E. A. Harshman.** Tiffin, Ohio. October 17. Observed broken down car in engine freight train No. 5132. Notified Operator Forchey at Kellars, who stopped train.

### Newark Division

**Crossing Watchman F. R. De Vore.** Cambridge, Ohio. October 21. Discovered piece broken out of rail at joint in crossing at Cambridge. Reported condition to section foreman who had repairs made.

### Akron Division.

**E. W. Falk.** November 3. Noticed brakes set on car of Extra 4233; also noticed wheels red hot.

**E. W. Falk.** November 4. Noticed brake rigging dragging on N. & W. car 77305, in train of engine Extra 2855, west.

**Freight Agent M. A. Stoup.** Lester, Ohio. Noticed tread on wheel of Baltimore and Ohio car 133644 broken. Car was in train of First 82.

**Operator W. A. McCabe.** Chippewa Lake. Discovered brake beam down in car of Train 198.

**Freight Agent W. S. George.** Canal Fulton, Ohio. Discovered broken rail near station. Notified section man who had repairs made.

**Conductor W. A. Cavany.** Noticed W. M. car 26259 with collapsed truck frame in train of Engine 4152.

**Fireman A. D. Points.** Discovered broken rail in main track near east end of switch at Strasburg.

**Sectionman Mike Kaiser.** Section 26. Observed bad condition of wheel on P. & R. 88520. Reported condition to train crew. Car set off.

**Freight Brakeman Lester Wagner.** While inspecting equipment discovered broken wheel on Baltimore and Ohio car 182460. Car set out without any damage to equipment.

**Yardmaster R. E. Moriarity.** Youngstown, Ohio. Noticed broken truck frame on car in Train 92. Car set out.

**Yardmaster W. E. McCardell.** Noticed brake beam down on car of Extra 4077, east. Car set out and necessary repairs made.

**Mr. C. T. Sawyer.** R. F. D. No. 1, Broughtonville, Ohio. Discovered crossing plank on road crossing east of his home had been torn out by train. Flagged train of Extra 4295, west. Officers of Akron Division are highly appreciative of Mr. Sawyer's interest in the safe movement of trains.

**Passenger Engineer Edward Murphy, and Fireman J. C. Pownell.** Rittman, Ohio. While in charge of Engine 5225, train No. 5, had both fire doors drop down on deck, account of breaking of top door. Took top off tool box. Placed it over fire door, holding it in place with scoop between fires and keeping it wet with squirt hose to prevent burning out. Trip continued to Willard and train arrived practically without any loss of time. An unusual performance. Special credit received.

### St. Louis Division

**Flagman Ed. Sherber.** Dabney. September 30. Observed Baltimore and Ohio car 14188 on fire. Train stopped, fire extinguished.

**Engineer C. Ormsby and Brakeman O. Gibson.** Dunham. October 6. Observed U. P. 73780, fourth car from engine, on fire. Fire was extinguished.

**Engineer B. Robinson.** St. Louis. October 10. Observed cars on No. 8 track had rolled out beyond clearance point. Engine was stopped in time to avert an accident.

### Ohio Division

**Operator P. R. Sperry.** Sabina, Ohio. October 16. While extra 2822 east was pulling in passing track for train No. 37 at Sabina, observed something dragging under car near caboose. Discovered brake rigging down. Notified conductor when caboose passed, but before train got in clear and stopped, he heard a noise at the switch. Investigation showed rigging loose and was lying in middle of track at the switch point. He immediately had section foreman assist him to lift it out of the track. Averted possible derailment to passenger train No. 37, due at that point within a short time.





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Buildings

#### Law Department

Correspondent, GEORGE W. HAULENBEEK

Christmas Salutation from Hon. John J. Cornwell,  
General Counsel

However much the spirit of Christmas may be marred by individual sorrows or misfortunes, there still remains so much for which each of us should be thankful that we can enjoy the period when "good will among men" is preeminent.

We may each likewise cultivate that spirit by some kindly act or deed, strengthening and broadening it so that it will go with us into our every day lives and associations. May we never forget, too, that loyalty to our Government, to our work and to our friends will add to our efficiency and to our status as citizens, and make us happier, that it will keep something of the Christmas spirit forever with us.

(Signed) JOHN J. CORNWELL

#### Loyalty

I met a young gentleman here in the building the other day who told me that he had entered our service on the day before. Twenty four hours under the Baltimore and Ohio canopy! I thought my opportunity to give him some advice was at hand, but then I hesitated, because young people, as a rule, do not care much for advice. It is too cheap; they don't want it.

My usual speech would have been something like this:

"At the very outset, be loyal to the Baltimore and Ohio Railroad Company. Stand by it on every occasion, and while it would be improper to speak with disparagement of any other like corporation, praise your own road in every instance.

"Be polite to everybody, especially at the telephone. Do not say, "thank you very much." Omit the "very much," for it does not strengthen your message; it does not mean anything. "Thank you" is quite sufficient and means a whole lot, if uttered with earnestness.

"Have a full stock of "excuse me" and "Beg your pardon" on hand for frequent use. Be generous in dispensing courtesy and civility."

#### How to Rise

When I came into the service over forty years ago, one of our officials was then a mail boy. He was a wonderfully polite lad and he is equally courteous today. I have seen him rise to a worth-while position and he is one of my railroad ideals of efficiency

and loyalty. His office is at Camden Station.

Again: When we were in the old Baltimore and Ohio Building, where the Emerson Hotel now stands, the Law Department was on the fifth floor. Another department was located on the same floor, and when I left the office in the evening, one of the young gentlemen employed in the department of which I speak was always at his desk. He never watched the clock. Note this: he is now at the head of that department. He was a shorthand pupil of mine years ago. I still take an interest in him.

To get back to my young friend. If he will only stick, and do his very best, all will be well, and he, too, will advance.

#### Our Mr. Horsey

I am an admirer of Mr. Horsey. His shorthand work is wonderful, though he is not a follower of Benn Pitman. His touch system on the machine approaches perfection. I often find myself following his dextrous movements in his work. It does not disconcert him in the least, because he is oblivious of the fact that anyone is noticing him. I wish I possessed some of his accomplishments.

#### John William Rich

John William Rich, secretary to W. Irvine Cross and George Dobbin Penniman, died suddenly on the first of November. He had been ill for some time; felt that he was getting better and looked forward to a resumption of his duties in the office. He was fifty years of age, thirty of which he had served

faithfully in the Law Department. His sudden demise was a great shock.

#### Lighted Cigarettes

I am not through with my remarks on the lighting of cigarettes in our crowded elevators. I had occasion to visit the ninth floor the other day at noon. When the car reached the eighth floor a bevy of pretty girls bound for the twelfth for luncheon, entered the car. Imagine a fellow lighting a cigarette under those circumstances; and yet if it is not checked, such an occurrence is possible.

#### Office of General Manager

Correspondent, H. E. WEIFENBACH

We desire to extend to all our neighbors, friends and readers, our sincere good wishes for a Happy Christmas season.

Much has been said and written about the true meaning of Christmas, sufficient probably, for the enlightenment of all. One thing, however, we may venture to say, has been impressed upon us forcibly. It is this: For one short period of time in the year, which we call the Christmas season, most of us, remembering that kindness and unselfishness, locked within our vaults, like riches, bring no returns, but invested for the good of all, bear abundant interest, dig up the key to the treasure room, open wide the doors, and bring into service the Wealth of Life—we live to make others happy. We forget to be irritable, little annoyances fade into insignificance, and we greet each other with a smile and a word of cheer.

Why not carry Christmas with us all the year? Let's try.

"Tom" went away on his vacation a short time ago, (well do I remember it, for I never had so much respect for his job before), and upon his return, it was difficult to recognize him, for what do you think he had done? Some cute little friend of his told him that he was handsome with his hair parted in the middle, and he believed it.

George Seeds had a birthday on Armistice Day, November 11. He surely picked out an important day while he was about it. That is what might be called "prophetic vision."

Mr. Hamilton is gaining a creditable and enviable reputation for his prowess on the stage. He recently assisted in the performance of a fruit comedy at Clarksburg, which was a great success and held the audience spell-bound. For further details, reference is made to Hawkshaw, the man who "gets 'em."



AN INTERESTING FLOAT

This float was caught by the camera of J. Albert Weber, in the recent Baltimore Week Parade, Baltimore, Md.



Some people do not believe in Santa Claus, but we are old fashioned, and of course we do. We have therefore written our letters early to avoid the rush, and here are the contents, for which we are indebted to Mrs. M. G. Craig:

Dear Santa:

When on your journey you proceed,  
At the "G. M.'s Office" stop your steed.

Leave to the "Big Boss," E. W. Scheer,  
A bounteous gift of "Good Will and Cheer."

To his able "Asst." whom you must know,  
A nice fast horse, which sure can go.

A book on "Golf" to A. O. Herman,  
Written in English, and not in German.

To V. F. Riley, that dear young boy,  
A "Business Car" will give much joy.

To T. J. O'Connell, for his canoe,  
Some nice new cushions, I'm sure will do.

To H. E. Weifenbach, our musical friend,  
A Grand Piano you may send.

Our "Russian Duke" if he knew I wrote,  
Would ask for a trip on a foreign boat.

Our "Chief File Clerk," a radio set,  
He'll make it, or break it, you just can bet

To our "Sailor Clerk," C. W. Staines,  
Raincoat and boots for use when it rains.

To J. Albert Wieber, our Junior Clerk,  
A new mail bag, for he loves to work.

For Joseph Barroll, our valuable porter,  
Some toys for both his son and daughter.

To J. W. Hamilton, who loves to travel,  
A brand new puzzle, which he can't unravel.

And last, but not least, Mrs. M. G. Craig,  
A horseshoe for "Good Luck" from you she'll beg.

A MERRY CHRISTMAS TO YOU ALL!

#### Car Service Department

Correspondent, H. V. OBERENDER

Merry Christmas!

We wish to extend our heartiest congratulations and best wishes to our Miss Hazel Chenoweth, who recently resigned from the service, and to John P. Henry, both of whom have recently been married.

#### Engineering Department

Correspondent, O. K. EDEN

To the Baltimore and Ohio's family of workers: Merry Christmas!

In the recent football classic dished up before some fifty odd thousand people at Cambridge, Mass., where two of the "Big Three" locked horns to decide who was the better, Harvard was picked as a winner over Princeton with odds, on the strength of what she had done, not what she was capable of doing. In the test she failed, whereas Princeton rose to her glory, coming from behind to win, by being able to do what she was capable of doing. It was Princeton's ability to "keep an eye on the ball" and to take advantage of the breaks that led to her victory. And so it is with Life. You read of this man or that woman making a name for himself or herself in the world. But is was only by "keeping an eye on the ball" that they succeeded. And so all through the coming New Year, let us all "keep an eye on the ball," with the idea of bettering ourselves when and wherever possible.

There seems to be quite a race on between Mr. Roebuck and Mr. Holden—for something, we know not what.

"Empty" and "Roger Illiely" were on-lookers at the recent annual football picnic

staged on Homewood field between City and Poly. We understand they rooted for City—school spirit, don't cha know! And as they came to work the next day hale and hearty we presume they were not a party to the conflict which terminated the game and robbed Poly of a chance to score.

Alvia Weston certainly took advantage of "Apple Week." It seems as though he doesn't realize it has long since passed.

Harry Thorn, our versatile file clerk, has been confined to a bed in Hopkins hospital for the past month or more, having undergone a serious operation. The office force "chipped in" and bought flowers and fruit to help cheer him up. We hope by the time this appears in print he will be with us once more.

Harry Taylor Roebuck has moved from Roebuck Manor, on Bear Creek, to his town house on Thirty-Third Street Boulevard, which has just recently been completed.

While nothing has been said of it for some time, at least, the team representing our department in the Baltimore and Ohio Bowling League is progressing in great style. At this writing, November 13, we are leading the league with a four game lead. Keep up the good work, fellows—bowl 'em all over!

The heavy losses suffered through investments with reliable(?) brokerage houses and blind pools, substantiates the argument that betting two dollars on a pony at the track is a surer bet than playing the stock market. At least so it seems to some!

Our three "cowboys"—we don't know whether they inhabit Charles Street or not—have acquired a new adornment for their bodies, that of fancy sweater-waistcoats. What with their hair slicked back with brilliantine and them waistcoats, they sure are the "cat's whiskers."

#### Schell—Parsons

A simple but beautiful wedding was solemnized on the evening of Thursday, October 19, when Miss Jane Elizabeth Parsons, daughter of Mr. and Mrs. Charles Ervin Parsons, married Mr. August William Schell, son of Mrs. R. F. Weinkam, and assistant secretary to the chief engineer. The ceremony was performed by the Rev. T. Roland Philips in Arlington Presbyterian Church. The church was attractively decorated with ferns.

The bride entered the church on the arm of her father, Mr. C. Ervin Parsons, by whom she was given away. She wore a gown of white satin canton crepe, trimmed with pearls, with a court train of the same material. Her veil of tulle was arranged with pearls and she carried a shower bouquet of bridal roses. Miss Evelyn Parsons sister of the bride, who was maid of honor, wore a gown of lavender canton crepe trimmed with silver ribbon. She carried deep pink roses. Miss Irma Schell, sister of the groom, and Miss Corrine Helm, bridesmaids, wore dresses of orchid canton crepe trimmed with silver ribbon. They carried bouquets of medium pink roses. Miss Ervina Parsons, sister of the bride, who was flower girl, wore a dress of pale pink canton crepe.

Mr. Schell had as his best man Mr. Eugene W. Marron. The ushers were Mr. Walter E. Parsons, Mr. George A. Little, Mr. George E. Norris, and Mr. B. Warren Merchant.

After the ceremony a reception was held at the home of the bride, after which the couple left for Miami, Florida, where they spent their honeymoon.

The music for the occasion was beautifully rendered on the organ by Mrs. Albert Kraft. Before the wedding Miss Melva Forsyth sang two solos, "At Dawning" and "O Promise Me." She was accompanied on the violin by Mr. Pelham Schmidt.

I am taking this opportunity to thank each and every one of you who have helped me from time to time during the past year by submitting news of interest, and offering constructive criticism. I will say, though, that we could have had more photographs in our column. How 'bout it?

#### Office of District Engineer Pittsburgh, Pa.

Correspondent, J. M. WHEALAN  
Field Accountant

There is a certain inventor in this department, who, quite unhonored and unsung, has been able to startle some of the experts out of their apathy on the question of radio. He has exhibited a working model of a machine which to outward appearances is a combination of one of those famous Mother's Oats boxes, some wire, some Baltimore and Ohio paper clips, and some other things equally commonplace. The aforesaid experts are sitting up and taking notice. For obvious reasons the inventor's name is withheld, but we feel sure that his Baltimore friends would be delighted to avail themselves of his knowledge on the subject.

We understand that the Board of Managers of a certain Baptist church in this city are harboring, quite unknown to themselves, a member who we have always understood was a prominent member of another denomination. Our advice to them is to have the roster corrected, as we find it quite impossible to believe that the young man in question can be other than what we think he is. Or do you suppose that it may be a case of dual personality? There is so much of that being pulled now-a-days.

The genial Mr. Fry and Mr. Rittenauer of the Cost Engineer's Office, were recent visitors in Pittsburgh. It goes without saying that we were glad to see them and sorry to see them go.

"Jim" Connelly has been presented with a new broom. Of course, there now is a marked difference in the appearance of things.

The writer has heard unofficially that his esteemed friend and co-worker, J. A. Layman, Cost Engineer's Office, is contemplating engaging in other pursuits. We wish to express to him our appreciation of those times when we were intimately associated in work for this Company and wish him the very best there is in his new venture. We would be glad to hear from him in this Department at such times as may suit his convenience.

There is a brisk demand for pennies in this locality, and our newsboy, it is noticed, has not spent so much time with us as formerly. Safety First.

In the January issue we may have something to announce relative to a matter that has, no doubt, puzzled you for some time. Please have patience.

We are glad to announce for the benefit of our Baltimore radio fans that a practical method of amplifying from a crystal has been found. Those interested will be put in touch with the source of our information on request.

Our belated congratulations are extended Mr. and Mrs. Hunter on the present which the good fairy left with them recently.



# Hamilton Watch

"The Railroad Timekeeper of America"

## A Christmas Gift Worth While

TAKE advantage of your first Christmas shopping trip to visit your jeweler and see the Hamilton Watches. You will naturally be seeking gifts worthy the name for those who are near and dear to you—and frankly, can you think of any gift more sensible, more practical and more useful than a Hamilton Watch?

Every one needs accurate time. Once a luxury, accuracy of time is today a necessity—not only to Railroad Men, but to every man and woman, boy and girl. Furthermore, a Hamilton Watch is a gift that will last, and be appreciated for its accuracy and performance for many years to come.

There is a Hamilton for every member of the family. Your jeweler will be glad to show them to you and explain the various movements. You will be particularly interested in the following:

The No. 992  
16-size  
Railroad Timekeeper  
of America  
Movement Only  
\$48.50

A fine gift for the family  
to give to Father.  
(Other 16-size movements  
at \$25.00 and upward)

The No. 986  
"Milady's Watch of  
Accuracy"  
In Gold Filled En-  
graved Case, \$46.00

A beautiful wrist watch  
and an ideal gift for  
Wife or Daughter.

The No. 914  
12-size, 17 jewel, 3  
position, adjusted move-  
ment, permanent case,  
\$62.00

An excellent gift for a  
young man. Engraved  
or plain case, fancy or  
plain dial. A fine time-  
keeper.

Engineer William E. Loco, of the Chicago and North-western, has three sons, all of whom he has presented with Hamiltons. Engineer Loco knew full well that he gave not only a gift but a timekeeper which, by its sturdiness and dependability, would teach the value of these qualities.

Select a Hamilton, then, for THE Christmas gift—and you will make no mistake. We will be glad to send our New Timekeeper to you free of charge—it will help you to make your choice and gives much valuable watch information.

### HAMILTON WATCH COMPANY

DEPARTMENT A  
LANCASTER, PA., U. S. A.





### Foreign Freight Department

Correspondent, AUGUST J. SCHWEIZER

#### Merry Christmas!

Coming down Charles Street the other day, I was quite surprised to see our efficient young file clerk talking to quite a crowd of girls. On coming closer, I found it to be only one girl instead of a crowd. (Some girl!)

We are glad to have Miss Audrey Wible back with us again, after her few weeks in a local hospital. We hope that she will be fully recovered within a short time.

Friends, foes and countrymen (farmers), lend me your ears! What do you say if we all pitch in and buy "Johnnie" a razor?

Anybody who believes Phoenix does not raise good healthy girls will be convinced that it does, just by coming down to our office and taking a peep at little Emma.

### General Baggage and Milk Department

Correspondent, MABEL L. MENGES

To All Baggage and Milk Department Employees:

Now that Christmas is near, and while you are taking stock of the year just closing and looking forward to the New Year, let me assure you of my earnest wish that this Christmas may be one of your happiest, and that the New Year will bring to you every measure of joy and success and a realization of all your expectations.

I want to thank each and every one of you for your loyal support and earnest cooperation in our endeavor to place our department on a higher standard of efficiency.

(Signed) JOHN P. DUGAN

General Baggage and Milk Agent

As this is our first appearance, we of the General Baggage and Milk Department make our humble bow to the rapidly growing "Among Ourselves" family, and are most happy to be admitted into the circle. We have been watching with interest the development of this family circle until we at last decided that we should like to come inside instead of standing outside looking in.

While our own immediate office family is not very large, we have a host of co-workers scattered over all the System with whom we hope to become better acquainted. Through this medium we hope to pass on from one to another helpful ideas and beneficial information in order to strengthen that friendly "One for all, all for one" spirit that is so essential to our success as individuals and to the prosperity of the Company as a whole.

It is with deep regret that we report the death of Baggage Agent F. D. Sams, Parkersburg Main Line Station, on October 23.

Mr. Sams had been in the employ of the Baltimore and Ohio since 1899, acting in the capacity of baggage agent since 1911. While his last severe illness was of short duration, he had not enjoyed the best of health for some years; nevertheless he was always on duty, giving his best and undivided attention to the service.

In his death the Baltimore and Ohio has lost one of its most willing and conscientious baggagemen. His pleasant and courteous manner, and willingness to serve made for himself not only a host of friends among his fellow workmen, and the traveling public as well; but also an exemplary employe for the Baltimore and Ohio.

Funeral services were held at the Methodist Church, Lauckport, W. Va., after which the remains were taken to his old home at Fairview, W. Va., where, after another short service in the U. B. Church, he was laid to rest in the Fairview Cemetery.

We shall keenly feel the loss of Mr. Sams, and we extend our deepest sympathy to his family.

We are anxiously looking forward to the return of Mrs. Henrietta Philips, one of our stenographers, who recently underwent a serious operation at the Maryland University Hospital. Mrs. Philips has sufficiently recovered to return to her home where she is convalescing. She has our earnest wishes for a speedy and complete restoration to health.

### Office of the General Freight Claim Agent

Correspondent, NORMA H. APPLGARTEH

#### Merry Christmas!

Our old friend, "Dobbin," has hitched himself to a commercial shay, and is now selling tea and spices in the Sunny South. Here's hoping you will find the fields green and full of clover for you, George, Old Scout.



The late F. D. Sams, baggage agent, Parkersburg, W. Va.

This department has been singularly fortunate in the past in its selection of correspondents to our MAGAZINE, and our "Boss" has made another "Ten Strike" in the appointment of Miss Norma H. Applegarth, as Correspondent. The least we can do to show our appreciation, is to give her our hearty cooperation and support. Remember, boys and girls, there is a lot of work attached to the job, so be generous and do your bit. —E. H. B.

Our bowling team headed by Captain Riggan is again looking forward to gathering in the championship, having twice won this title for the seasons 1920-21 and 1921-22. They have every right to believe they will bring home the bacon with the two high score men, Heine Ittner and George Goeller. Make it three straights, Boys!

Watch your step, Captain Riggan; the young ladies have formed a bowling team and are practicing hard. Captain Janice Vick expects soon to issue a challenge to you, so beware! Some of the heavyweight members say it is great reducing exercise.

One of our gay Lotharios of the Record Division recently went on a straw ride, returning to the starting point about 1.00 a. m. He then volunteered to escort two young damsels to their respective homes. Result: Missed the 2.00 a. m. all-night car

and had to walk home. I suppose there was nothing the matter with the taxi service but the price.

Last October some sweet young things in this office made up a party and automobilized to Cowenton to visit the Dahlia Farm in company with some of the boys. As an aftermath of the visit the girls were heard to rave over the gorgeous flowers, but one of them very naively remarked that while she thought the dahlias were beautiful, they were not half so interesting as Sweet William (s). You needn't blush, Ella, I mentioned no names.

The banks should be doing a larger business since we find "the waiting admirers" of Eugenia and Carrie every lunch time outside of the building ready to do the honors.

"Fatty" Keen says he was born in the last part of March. We know now why he has such good understandings, having been born under the sign of "Pisces" which refers to the feet. However, we believe Taurus, "The Bull," must have been in ascendancy about the time of his arrival.

"Everybody loves a fat man" has been illustrated by two young ladies who became so anxious to see Mr. Bowhay that they came all the way from Cincinnati to the General Freight Claim Agent's office in Baltimore, to see his smiling face. Atta boy, "Bill!"

We wish to extend our deepest sympathy to our bachelor friend down in the corner, in his disappointment in not having one of our young ladies occupy the desk opposite him. We understand he had engaged flowers to be placed there every morning to welcome her. Well, John, you can still take a glance at the Voucher Division. The fair one has a new job, but the same old desk.

We are glad to extend greetings to Miss Margaret Shannaman, who is again with us after a serious illness of eleven months. She seems just as happy and bright as formerly, and has acquired a new habit since last with us. The birds have nothing on Margaret.

We are also glad to welcome our two recruits, Miss Mary Howard and Henry Clay Reister.

James R. Murphy, household goods freight claim specialist, was not willing to share the services of Miss Edna Foster, secretary to the assistant chief clerk, so he has enticed her to forsake the Claim Department entirely to go with him on a honeymoon to the Sunny South.

Their wedding on November 1 at the Church of the Messiah was a pretty one and was attended by many friends of both parties from this department. Edna will be much missed, but she has been given into a worthy man's keeping. If their pleasant smiles and genial manner in their business life is a fore-runner of a happy married life, their will indeed be a very happy one. Such is the heartfelt wish of every member of this office. (By the way, Miss Correspondent, what is all this news about the young lady whom the bridegroom kissed? I saw it, I heard it, and you can't fool me. —Little Bird).

#### The Eleventh Hour

The eleventh hour has passed and the twelfth will strike soon. The year 1922 will offer no more opportunities, but 1923 will. It is too late to bewail the lost opportunities of the past year, but it is not too late to take a lesson from the mistakes and avoid them in 1923.

We have all been "eleventh hour" men and women at some time or other, putting



off until the last minute something that should have been done before. We avoid the issue as long as possible and sometimes move too late—in the rush to cover up a neglected task we work with a frenzy fraught with disaster.

Forethought will mean that we can anticipate work. Take a lesson from the various trades. The painters and illustrators for magazines are now working on spring and summer scenes, so that when their seasons arrive their work will be in the hands of the publishers. The clothing trades make up their goods months ahead so that the retailers may have their goods when the season comes.

The failure of some one to look ahead oftentimes results in hurried work to cover the mistake.

There is one type of eleventh hour men and women who are a credit to the breed, the ones who can get their work done if given a chance. By their intense concentration and driving force they can accomplish work which under ordinary circumstances would require a much longer period. Sometimes the two types are combined in the same person, they may know their capacity for speed work and put off a job until the last hour.

After all is said and done, however, give us the man or woman who can see ahead, who attends to work promptly and does not have to ask a speed marvel to cover mistakes.

The "eleventh hour" is passed. Are you of the last—minute—thinking type? If you are an "eleventh hour" trouble maker, turn over a new leaf—BE A MINUTE MAN OR WOMAN! The clock says it is too late to remedy your mistakes for 1922, but you can remember the lessons of 1922 and resolve to avoid them in 1923.

**Mail and Express Traffic Department**

Correspondent, T. E. REESE

While it is always a pleasure to recognize the faithful and loyal efforts of the employees of this Department, the Christmas spirit naturally inspires a more intensive recognition and makes it especially appropriate to extend full appreciation for efficient services rendered. The pleasant relations existing among all employees of this Department insure a continuation of good work and loyalty to the Company, and well justify the wish for a Christmas season of merriment and joy, followed by a most happy and prosperous New Year for all.

(Signed) J. C. McCAHAN,  
Manager Mail and Express Traffic

When seeking advice on the cost of installing a wireless receiving set, go to Hunicutt; "he's been stung" and can tell you all about it.

Sh! here's a secret—Kurtz got those long stilts of his by trying to save steps between the Central and Annex Buildings and Camden Station. Now his trousers must be made to order. Who said it pays to economize?

Yeager will never make a sailor. His test failed, for the fish were well fed while he was at sea.

"Crate" reminds us of the busy bee. He has been buzzing around home recently, waging a "clean-up, paint-up" campaign. Perhaps he is getting ready for "honey."

"Andy" Gump, candidate for congress, and who wears no man's collar, claims he would have made a clean-up of 100 per cent. in the last election at Lansdowne had it not been for "Judge" Birely.

Where you ever bribed into doing a little

plumbing work with a delicious piece of home-made pie. It can and has been done. Cora Rhodrick can tell you how.

**Transportation Department**

Correspondent, LUKE K. BURNS

To Employees in the Transportation Department:

I take this opportunity of expressing my sincere appreciation of the splendid work performed during the strenuous period through which we have passed just.

I trust that the true Holiday spirit will prevail with all of us. May you each have a Merry Christmas, and may the New Year prove to be full of happiness, health and prosperity.

(Signed) W. G. CURREN

General Superintendent of Transportation

To Employees in the Transportation Department:

It is with pleasure that I extend sincere and hearty thanks for the true spirit of co-operation which has been manifested by all my associates in the Transportation Department during the past year's stress, and I wish for each and every one of them a Very Merry Christmas and a Happy and Prosperous New Year.

(Signed) J. D. CLARK

Superintendent of Transportation

**Relief Department**

CORRESPONDENT, H. IRVING MARTIN

The chap who "said it with flowers" has been in to give the Relief Department the "once over." He found the man whose coat lapel lacked flowers for twenty years now bedecked with a daisy, and marvelled at the flowers daily placed before the new desk-mate of another veteran. Breathe it softly—her masculine predecessor lacked these tributes. Why carp at a little thing

like that? It's the eternal youth and springtime in the heart that counts. All hail to the daisies, the flowers that Burns made as royal as the rose!

There's one desk in the Savings Feature that is as blooming as the Garden of Eden. Morning glories unfold each day. Those who speak the language of flowers say it betokens the end to a period of suspense.

The Sherlock Holmeses, the lady who watches for mysterious packages, announced her engagement some moons since. Domestic Science is now her chief home study. Recently she took advantage of mother's absence and tried her hand at producing some cake like mother used to make. Is it true that Miss Burns wished that mother had made the specimens she sampled?

Another fair damsel has removed the moth balls from her hope chest. She guarantees that she is not fooling us but that this time she is going straight through to the altar. Yes'm!

Dear Bunting, the boy with the golden hair, Has fallen at last for a maiden fair. To Ellicott City they hastily went, It was there that Bunny's last pay check was spent.

Now as to their purpose for going out there, It was a wonderful purpose for any young pair.

They called on a Rev. Mylene, I am told, And our dear little Bunny was surely quite bold.

He stood up like the man he is going to be, Without even a quiver of lip or of knee. And answered each question with affirmative nod.

For Bunny and Myrdel felt like two peas in a pod.

"God Bless you, my children," the Reverend said,

And then from a book a lecture he read. They quickly departed from out of the town,

Get your Christmas Club Savings Book at the  
**COMMERCE TRUST COMPANY**

AND MAKE THE SMALL CHANGE COUNT BIG!

INCREASING—DECREASING—EVEN AMOUNT—CLUB PLANS

You can start with 1c. 2c. 5c. 10c. or more. No cost to join. No dues to pay.

A snug sum will be ready for you three weeks before Christmas, 1923.

SAVINGS for—  
Clerks,  
Trainmen,  
Mechanics,  
Laborers,  
Executives,  
for  
themselves.  
their children,  
their other  
relatives



SAVINGS to pay—  
Taxes,  
Insurance,  
Fuel Bills,  
For Homes,  
Education,  
Vacation,  
or to start that  
long planned nest  
egg for advancing  
years

We pay 4 per cent interest to 1923 club members!

P. S.—Baltimore and Ohio employes are cordially invited to call and ask for our Mr. C. A. Richardson, for 38 years an employe of the Railroad, who will be glad to make them "at home" in our office.

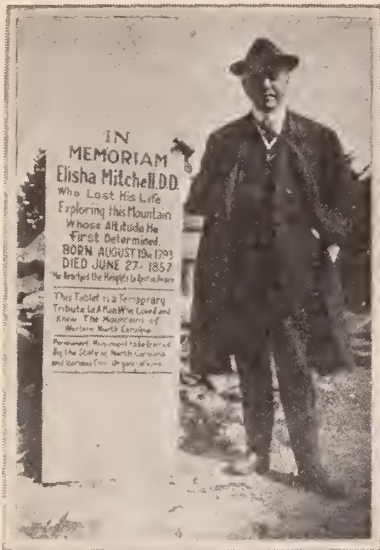
**COMMERCE TRUST COMPANY**

LIGHT AND REDWOOD STREETS

BALTIMORE, MD.

Please mention our magazine when writing advertisers





H. Irving Martin, Relief Department

And started on their honey-moon, destined  
—Landsdowne.

Our well wishes are with them. We admire  
their nerve,

And hope that through life it will continue  
to serve.

—By the Savings Feature Poet

I can think of no nicer tribute to pay to my esteemed friend, H. Irving Martin, who appears in the accompanying picture, than to illustrate the psychology of association by saying that as soon as I saw the picture there flashed through my mind the well-known slogan used by Peter's Chocolate: "As high as the Alps in quality." Some of the members of the Relief Department may not know that Mount Mitchell, on which Mr. Martin was standing when the picture was taken, is the highest mountain of North America on this side of the Rockies. But they do know from association with our mutual friend that he stands upon the high places of the earth when the really worth while things of life—industry, loyalty and unselfishness—are considered.

Mr. Martin has been devoted to the interests of the Baltimore and Ohio for years, both during his early and present association with it and during the comparatively brief period he was out of the fold. His belief in the value of night study is not only known to his associates, but has been so ably presented to some of them by him, that they have followed his good example and taken up various night courses. And since character building, the greatest thing in life, is ably supplemented by an enlargement of our knowledge and of our viewpoint on the things about us, I think that Mr. Martin can well be proud of the dozens of younger men who have come under his helpful influence in this respect.

Some of the best copy that has ever appeared in our MAGAZINE has been written by him and practically all of it has been the result of intensive and devoted application outside of business hours. This copy has included co-ordinated propaganda material used to reduce freight claims, appeals calculated to increase the usefulness of the Relief Department and timely inspirational articles. The friendship developed by MAGAZINE association between Mr. Martin and the writer has led into other worth while channels and it is a pleasure to acknowledge his help in so many ways and to give him the introduction of an outsider—even though it be an intimate one—to the associates of his everyday life. It is

hardly necessary to add that these few paragraphs were written without his knowledge.

—Ed.

### Valuation Department

Correspondent, J. A. RENEHAN

Merry Christmas!

On October 14 several members of the department and their friends made a trip to Relay to visit Mr. and Mrs. Klier in their new home. One never knows what sort of a wild time to expect when Mr. Klier sets the motive power of his fertile brain in action, and before the guests were on the ground the menfolks were already sawing iron and carrying bricks and all knew that something mysterious was going to happen. The mystery was solved when the pegs were set up for a game of quoits, and the log fire was built. There was an open fire supper, with a picnic table and everything, which was enough to make the most "choicy" eater sit up and take notice. And the glow of the fire after dark made a pretty picture. Everything went well until Miss Coplan, on going over the grounds, attracted the guests' attention to the poke berries growing alongside of a big tree and introduced them as huckleberries. The visit proved to be an afternoon and evening spent, not as a quiet rest in the country, but as a real frolic out in the open.

When is a tombstone not a tombstone? When it is erected to the memory of bachelorhood. On the morning that Adam M. Taylor returned from his wedding trip through Canada, he found the stage all set for a first class funeral, with all expenses paid. Being a good sport, he was not moved to tears but burst into a fit of laughter. He was even prevailed upon to sit up in his flowery grave and have his picture "took."

It has been suggested that should Mr. Davis get tired of posing for a photograph at any time he should ask his brother Carl to pose for him a while. The photographer could never tell the difference. Did anyone ever see two brothers resemble each other as much?

The man with the smoked glasses—who is he? He is the man who delves into the past, present and future of all the "notorious" railroads. He is the pilot of the



Taylor witnesses his own funeral

corporate history records. He is none other than Mr. Kennedy.

Equipment Pilot Engineer Arthur W. Norton is an active member of the Patapsco Power Squadron. He was also appointed a delegate to the national delegates' conference and meeting of the United States Power Squadrons held at Philadelphia on November 18.

Schutte and his intended, Bowditch and his intended, Taylor and his, and Bonney hoping, were seen at lunch at Miller's on a recent Saturday. Boys, is that Lover's Retreat?

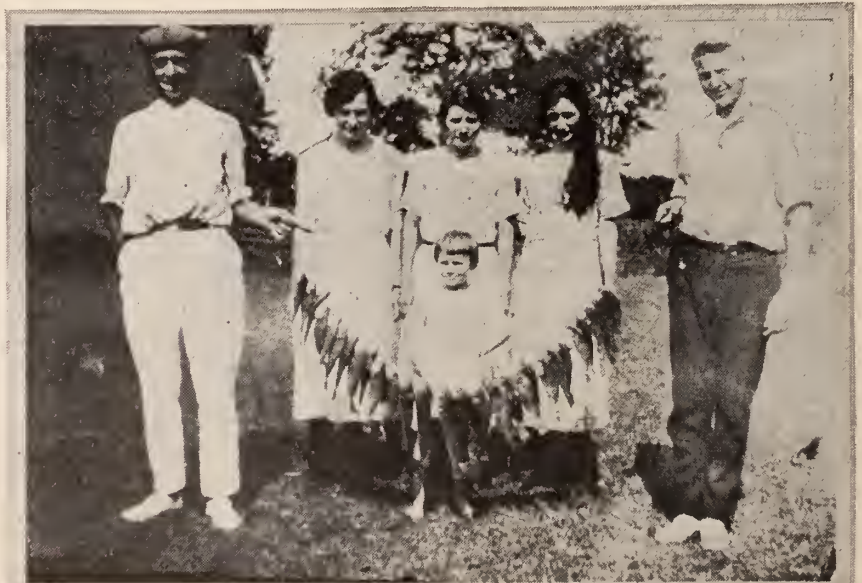
Charles Meese did not have to leave word when he moved away from his desk on a certain day that he went to the barber shop. Such hair tonic! You could close your eyes and your nose would lead you to it.

Miss D. E. Fossett spent her vacation in Bermuda. She thought the rocking of the boat was similar to the rocking her mother formerly gave her, and, being a dutiful young lady, confined herself to her bunk for the entire trip. After taking four days to recover from the excessive rocking and lack of nourishment, she then started enjoying herself in the balmy climate by trips over the island in daytime and gay suppers at night. Probably in a month she'll be able to concentrate as before.

On the night that C. E. Wertzler made his debut on the Valuation Department Bowling Team he did more than step out—he stepped on the gas and knocked 137 pins in one game. Keep it up, Wertzler.

Aside from engineering, Mr. Scheve is an excellent horticulturist. The beautiful specimens he brings from his garden leave no doubt as to this.

Who knows anything about "E" Minor? Where have we heard that before?



W. A. Bartell and friend wife, A. Fink and his wife and the children went fishing. This is the story they want us to believe. Our mouths watered to see the picture, but we didn't get any fish





Our Newlyweds—Mr. and Mrs. Hedrick, Office of Assistant Comptroller Deverell

Office of Assistant Comptroller Deverell  
Correspondent, JOHN A. RUPP  
Merry Christmas!

It won't be long before this office will be without lady clerks because of the ever-descending arrow of "Old Dan Cupid." His latest capture was Miss Edna L. Smith, who was married on Saturday, November 18, at St. Pius' Church, to Mr. Albert Clubb, who was formerly employed in the M. C. B. Department of this Company, but who is now employed with the Western Maryland Railway. We shall miss "Eddie," especially that daily phone call from "Al" at promptly 12.55 p. m., it being so prompt every day that we could set our watches by it. We all extend to them our best wishes for a happy married life.

Our former stenographer, Miss Emily C. Gerwig, has deserted her associates of this office to embark on the "seas of matrimony." She certainly will be missed by the boys and girls of the office. "Emm" kept us supplied with candies and goodies at wholesale prices through the kindness of her "finance," Mr. Freddie L. Hedrich, the proprietor of Irvington's largest grocery store. In the accompanying picture are the couple, showing Mr. Hedrick in Army uniform. He served two years in France with the 313th Infantry. The couple were married on November 11 at Irvington. Immediately



Mr. and Mrs. Thomas Clayton Potter, Office of Auditor Freight Claims, married on October 14

after the ceremony the couple left for an extended trip north. Congratulations and good luck!

Through an error in the notes of the November issue, there appeared under the picture of our friend, George R. Hutchinson, the title of *chief* clerk. This note should have read *clerk*. We regret the error. —Ed.

Auditor Coal and Coke Receipts  
Correspondent, JOHN LIMPURT  
Merry Christmas!

The standing of teams in our office bowling league, including the week of November 10, follows:

	WON	LOST	PER CENT.
Royal Blues.....	17	10	629
Pull Men.....	14	13	519
Head Lights.....	12	15	445
Bumpers.....	11	16	407

As the boy would say, "things are riding pretty," and it's a good race.

Mr. Schuster grabbed the brown derby on the night of November 3 but relinquished it on the following week when "Ed." Link put five out of six down the gutter. "Ed." was dressed up to his ears for the big dance and his mind evidently wasn't on the game. Atwell was in form on the night of November 10, getting 323 for his efforts in the three games.

Auditor Freight Claims Office  
Correspondent, NELLIE F. COLLISON

The real spirit of Christmas is beautifully expressed in the song of the angels who hovered that first Christmas Eve over Bethlehem. But that is a long, long time ago, so long, perhaps, that we have ceased to wonder why it is that peace is poised above the earth today, ready to take flight at a moment's warning—so long ago that we are not disturbed at the lack of goodwill among men.

Have you ever thought what this old world of ours would be like on December 25, 1922, if every man, woman and child on December 24, next, at the midnight hour, were permitted to view the wondrous sight the shepherds saw on that night when God sent the spirit of Christ to dwell among men? Mine are not the words to describe the paradise this old earth would become. I only know that such a scene would make us a different people, living in a different world. The differences of men would never more

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**AGENTS**

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reach a point where arbitration failed. They would fall over one another in order to make the first concession. The hatred in their hearts would turn to love, and "Meek and holy, pure and lowly," would be the paramount ambition of us all.

Never again would we need repeat the Arlington ceremonies for the unknown hero; there would be no thousands of hungry children to clothe and feed, no devastated land, no broken homes and yearning hearts, no usurper and slave, no pensions, no reforms, no despots and tyrants, no questionable politicians, no waste, no want—just love and kindness; only "Peace on earth and goodwill toward men."

Why are we seemingly so much farther away from the ideal this year than ever before? Is God's gift to us and the real meaning of Christmas losing its virtue in our own interpretation of this most wonderful of all seasons?

If this is true, let us hasten back to Bethlehem and with eyes of faith, see for ourselves the gifts abounding there, such as the



Bowden calls her "A Rag and a Bone and a Hank of Hair"



world hath desperate need of today. Let us absorb anew the spirit of love brought by the Christ Child and begin to right the wrongs that we have helped make.

"God's in his heaven—  
All's right with the world."

Once again the girls of our department have given our men a surprise and they are now keenly interested in the remarkable doings of our ladies' bowling team. The girls even admit that our chief clerk's supervision has given them, not only courage, but knowledge. Ruth Stevenson surprised herself and everyone by rolling 102 one evening recently. Emma Ball and Otten Babendrier are also among the high score rollers. Grace Standford rolls an excellent flat game, but Ethel Miller is our champion. It is such good fun to watch our little Sara handle those big balls, but fine goods often come in little packages and Sara receives honorable mention, too, for her good work.

An old saying is, "A blind pig will find an acorn once in a while." Such was the case on November 9, when the Men's Bowling Team won three games. H. C. Lidie, our new recruit, broke the "third man" hoodoo, with an average of 103.

Sporting editors have remarked that a "has been" cannot come back again, but our "short-stop Copper" proved beyond a doubt they were all wrong when bowling was at stake.

Yes, our W. M. C. is going gunning. Now, whether it be tigers or "chickens," it matters little, for he is an excellent marksman, and when the toot of his horn heralds his "Royal Highness" on the shore across the Chesapeake, there is great scurry among the rabbits. But hunting, even to our good friend, ain't like it used to be. Age is creeping persistently and rheumatiz in the "jints" will not fill any hunter's sack.

One of the high spots enjoyed at the rehearsals of the Musical Revue, happened when "Bob's" sister ("Bob" is the hero of the story) embraced him. One A. B. is supposed to kiss her brother upon his return home from distant lands. She tells us she was embarrassed when called upon to practice this caress and only turned part of her face towards "Bob," the erstwhile R. G. B., who missed the spot and landed on her ear. Of course, it was necessary to rehearse the scene again, and in her eagerness to get all that was coming to her, she stumbled and pecked so ardently at his mouth that our hero carried a split lip with him to the office next day.

As a result of someone's good fortune the ladies assumed much prissy dignity, but the male members of our department immediately made application to be R. G. B.'s understudy.

At these same rehearsals G. L. S. is there with her usual sarcasm and wit. She is to be one of our entertainers on the evening of November 24, and will sing us a song. She had some difficulty in making her selection. Someone suggested "Some Sunny Day." "Well," said Grace, "I might sing some sunny day but not tonight."

Our official photographer will be needing a new camera—two of our group heads were "snapped" on the roof of the Baltimore and Ohio Building.

Since the return of "Judge" Dean to his official duties, the boys at his desk are rejoicing at the prospects of no more overtime work.

FAZ, Jr., is displaying a plain gold ring. Is this merely to arouse curiosity or does it mean that Cupid is going to beat Santa Claus out of more quarters?

Felicitations, Mr. and Mrs. Potter. You gave us quite a surprise on October 14, 1922

In the accompanying cut, our artist, Mr. Bowden, has typified his ideal of a "Bunch of bones and a hank of hair."

J. G. B. our sympathy is yours, old top! After all your endeavors to cover up old age, the symptoms are too plainly discernible. First, you forsook baseball, then came lumbago, and now it is "gol-lof." Look out, old boy—the gout will have you next.

Our Henry certainly cut a figure on November 9 in a handsome Tuxedo suit and a pair of white gloves. Money is no object with him.

**Auditor Merchandise Receipts**

Correspondent, P. H. STARKLAUF

Fellow Employees in the Office of The Auditor Merchandise Receipts:

I take this means of extending to each of you and your families my sincere wish for a Happy Christmas and that the New Year will bring to you what you most desire.

I am sure each one of you in the passing year helped to the best of your ability in handling the large volume of work and overcoming the many difficulties that we encountered.

I thank you for your loyal support and am confident I can expect the same cooperation for the coming year.

(Signed) W. E. RITTEHOUSE  
Auditor Merchandise Receipts

J. R. Luckey is in line for congratulations. Yes, it's a ten and one half pound son, and a likely understudy on that Radio, Eh! Ralph?

J. D. Dollinger is the happy father of a fine daughter. Congratulations.

That's nothin', you should have seen me side track Aunt Mary the other day while airing our *quartet*. Well here goes. Get me? Another girl.

Myrtle, one of our efficient and attractive young ladies, being transferred by way of promotion, the question is with Willie. Does her bright smile haunt you still?

The Y. M. C. A. lectures heretofore conducted by the Rev. D. C. Bayless, who has been transferred to other fields of endeavor in Colorado, are now conducted by the Rev. F. C. Reynolds, who, quite a few of us know, was formerly attached to the 115th, our own consolidated First, Fourth and Fifth Regiments as chaplain, and was with the boys on the Border, at Ft. McHenry and Over There. It is with no little pleasure that we hear from him weekly on character and human nature and on that which is good and needy for the soul. The boys rubbed elbows with him on other occasions, and it is a source of real delight that he was ushered in some days ago on his present duty with us. We wish him success.

**Local Settlement**

Miss Mildred Mohr Covell was married to Howard Bleakley, October 25, by the Rev. Hobart Smith of St. Thomas Parish, Garrison Forest, Green Spring Valley, Md. Mrs. Rose Brown, Machine Room, to Mr. Dawsey Atkinson, by the Rev. Euclid Phillips of the Roland Park Presbyterian Church at the parsonage of his nephew, the Rev. F. Roland Phillips, Denmore Avenue. Bliss and sunshine be yours!

That one of our senior clerks still has birthdays was evidenced recently at noon time when a luncheon was accorded Pierre Kohlerman, with presents possibly intended for the nephews and nieces. If they keep until Santa Claus time, they'll come in handy.



**TARIFF BUREAU CELEBRITIES**

Top: "It's good," declared "Oats," licking an ice cream cone. Left to right: George Henschel, Misses Ella Decker and Daisy Norton, "Oats" Orem, and Miss Ethel Whitehead. Center: M. J. Zimmerman, our photographer. Below: "Our grand old Boss," W. H. Fogle, Chief of Tariff Bureau and his pretty home on Walnut Avenue. We think Mr. Fogle one of the best men that the Baltimore and Ohio has produced



The next day Skee had a birthday. It happened to be an angel cake with ten cute little pink candles all studded up.

We are glad to welcome Mary back into our midst. She is still knitting sweaters.

When is it coming off, Kitty? Don't forget to let us know.

Helen B. and Helen S. are some jockeys! If you don't believe it, ask "Jack" and "Bill"—Annapolis, etc.

"Liz" likes earrings, so of course it's a favorite fad among the "Beauty Squad" now.

We saw a picture of Edna the other day pushing a baby carriage. What are you doing Edna? Practicing?

Charlotte has won for herself the reputation "A good stenographer." Why don't the others get busy?

Gladys is generally known as "The Vamp" of the A. M. R., while her next door neighbor is "Annette Kellerman," having won two gold medals during the past summer.

Dorie is small, but she's still "Boss." Ask him, he'll tell you so.

Bess, don't you need some help? Aren't those earrings rather heavy?

D. C., we like your Buster Brown collar and cuffs. Wear them again, won't you?

The stenogs seem lonesome since R. M. S. has moved to the other side of the house.

Again—Compliments of the Season!

Let our best efforts of 1922 be eclipsed in 1923!

A long pull, a strong pull and a pull together, and we'll sally forth gloriously!

**Auditor of Passenger Receipts**

Correspondent, E. B. HOPPMAN

**A Merry Christmas and a Happy New Year!**

Cupid has again claimed a victory in the office, this time it being the uniting for better or worse of two of our well known clerks, Miss Frances Barton and Leo. A. Dunphy. The ceremony was performed at the Parish House of St. Martin's Catholic Church on Saturday October 7 at 2.00 p. m. Immediately after the ceremony the couple left on their honeymoon to Philadelphia and Niagara Falls, and after returning took up their residence at 9 N. Hilton Street. Mr. and Mrs. Dunphy were very popular among the clerks of the office and received many presents, among which was a beautiful dinner set. We congratulate you, Mr. and Mrs. Dunphy, and extend to you our best wishes for a bright and happy future.

On Monday, October 2, some of the girls of the office gave Miss Barton a miscellaneous shower at her residence, 804 Gorsuch Avenue. The affair was quite a surprise to both Miss Barton and Mr. Dunphy. The young bride-to-be was showered with many beautiful gifts, among which were cut glass, center pieces and other fancy articles, and a beautiful wicker tray. The refreshments, the main feature of which was the prize cake, were planned by Mr. and Mrs. Barton, and the table was arranged in a most dainty and effective manner with a color scheme of green and yellow. The shower proved a great success and it is but another instance of the friendly spirit which exists between the clerks of our office.

Those present on this occasion were Mrs. Louise Shriver, Mrs. V. Neighbors, Misses Esther Forder, Ruth Haynie, Florence Gallery, Theresa Cook, Lillian Conway, Grace Thiesz, Jessie Disney, Ada Holland,

Netta Walter, Celeste Hayden, Anna Civish, Elizabeth Meredith, Mildred Eberhart, Margaret O'Leary, Helen Miles and Mildred Fisher.

Miss Virginia Benson and Mrs. Bessie Jeffrey have just returned from a trip to Florida and Havana, Cuba, and from all accounts must have had a wonderful time.

Our office "collen," Miss Helen Hart, gave a party at her home on the evening of November 8. It was another one of those affairs for which Helen is famous, a real Irish party. The evening was one of mirth, joy-making and fun and there was not a dull moment. Among other interesting and amusing features were: Special Dances and Jig, by Miss Helen Kirkwood; Impersonations and Recitations, by Mr. Charlie Warwick.

Those present from the office were—Mr. and Mrs. J. M. Finn, Misses Helen Kirkwood, Margaret ("Lil") O'Leary, Lillian and Catherine Timm, Elizabeth Meredith, Virginia Benson, Catherine Leacy, Mildred Sullivan; Messrs. Charles Warwick, Claude Howard, John O'Keefe, Lamar Norris, Frank Lyons and Gus. Brandt.

## New York Lines

Pier 22, N. R., New York

Correspondent, JOHN NEWMAN

Greetings

Christmas greetings and best wishes are extended to all officers and employees! It is hoped that with the increased business existing greater happiness will prevail in the homes of many employees, because of the consequent greater prosperity.

(Signed) E. J. HAMNER,

Superintendent

It is with pleasure and much satisfaction that I extend the season's greetings to the officers and employees of the New York Terminal properties. Our trials and tribulations in the past year have been many but the errors and mistakes have been corrected and forgotten and the good deeds made a part of our record. So let us start the New Year with good cheer, determined to surpass our best record.

I wish you all a Merry Christmas and a Happy and Prosperous New Year.

(Signed) W. B. BIGGS

Terminal Agent

The soldierly picture is one of our Larry Improte, National guardsman, in uniform. Larry called our attention to his legs, explaining that he was a cavalry-man, and to prove it he is going to give us another picture with his horse. Another point in the picture inviting comment is his chest. Larry is not "chesty," naturally, but he is posing; "chest out, chin up," you know, in camp, on parade and in posing.

Larry is a versatile boy. Besides being a clerk and a soldier he is an entertainer. Recently, at a dance and entertainment, at which we were not personally present—to our regret—he appeared in character costume, reciting that old classic "The Face on the Bar-Room Floor," drawing tears and applause from the audience.

"Tom" Gorman told me that he had bought a songbird for four dollars. That is cheap for a songbird. Just note what some of the songbirds have cost our millionaires. My bride bought a songbird once for two dollars, on Third Avenue, uptown. It was all right except that it wouldn't sing. After taking a bath it changed its color from a greenish yellow to a brownish gray. We let it out from the window and it immediately mingled with a flock of the ordinary En-



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Unequaled for Comfort and Long Wear. One Year's Lasting Stretch Guaranteed.  
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If he hasn't them, send direct giving dealer's name. Look for "NU-WAY" on buckles.  
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Nu-Way Stretch Suspender Co.  
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glish sparrows in the street, chirruping its happy "glad to see you again."

We have a new acquisition in our messenger service, known as "Legs." He has only one dimension, height. About three feet above the ground the Euclidian line that starts three feet further up is cleft and separates into two branches, from which the name has been derived. Of course, in the messenger service, legs are indispensable, and long legs are decidedly an advantage. However, after "Ray" has stopped accumulating elevation he will be filling out in the other directions and—well, take a look at his father.

At this terminal business has "resumed" to an extent that should satisfy everybody, cheer the disconsolate, shame the pessimists and shut up the calamity howlers. The tonnage and revenue figures of our agents and cashiers keep the T. A. in great good humor. The "big rush" in the past two months is partly due to enforced embargoes on competing lines, and affords our Company an opportunity to show new customers what the "Baltimore and Ohio" can do. Everybody is willing to take a part in the show, and it is a "good show."

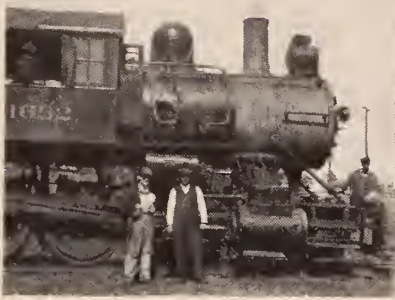
(Ante scriptum:—We have a Veterans Association here, but it does not believe in advertising itself with pictures and reports like the "Vets" of the other divisions do in the MAGAZINE. Too modest or too proud?)



Larry Improte, Pier 22, N. R., New York

Please mention our magazine when writing advertisers





Four Staten Islanders  
In the cab is Engineer F. Horan; standing are  
G. Keyser and J. Killian; on the extreme left  
is Fireman F. Barbour

Another name has been added to the roster of the "Veteran Employes' Association of the New York Terminal Properties." "Tom" Mylet, chief rate clerk, Pier 22, has completed his twentieth year of continuous service in a continuous and earnest endeavor to help place the Baltimore and Ohio where it is, and where it belongs, at the head of the progressive interstate railroads of the United States. "Tom" is still young. Though he has lost some—quite some—of the flaming thatch where-with once he was abundantly covered, he has preserved its original color.

The word veteran has been associated with age and experience, and although in military parlance a youth of twenty with a few weeks service in the war (or the war-department) may be distinguished with the title "veteran of foreign wars," in railroad service it still stands for a *long time* of good service, as time is measured in its relation to life.

But returning to our mutton, "Tom" Mylet: he is now looking forward to a home of his own, to be built over on Staten Island on his own ground with the aid of the Company's Relief Department. Looking ahead and up is the proper direction. Rappickers and junkmen look down, and harvest junk. Tie your eye to a star and reach for it. You will never grasp it but "a man's reach should exceed his grasp—else what is heaven for?" Looking ahead another twenty years we see "Tom" on an evening after a strenuous day at Pier 22, smoking his dudheen on the porch of his Staten Island home, admonishing his grand-daughter to call him early on the next morning, "as the westbound is very heavy and a pile of corrections is awaiting me at Pier 22."

Miss Florence Petero, whose engagement we announced not long ago, has resigned. We have been allowed a look at an elaborately gotten up card, embossed with bells and hearts, containing an invitation to the "wedding of Florence Petero to Peter Curitore, Sunday, November 11, 1922, 4.00 p. m. at the Church of the Assumption, New Brighton, Staten Island." Speaking for all of the office we wish her a bright and happy future. Miss Petero was an efficient clerk and will be a success in the new "position."

From "downstairs" comes to us the news of William Butler's marriage. The reporter says that no one knew anything about it until after the event, when W. B. returned to duty with a discolored optic. Mr. Butler says "accident;" the boys say "rolling pin." Anyhow, it is a closed incident.

## Staten Island Lines

Correspondent, G. J. GOOLIC

It is a great pleasure to extend to each and every member of the Maintenance Department of the Staten Island Rapid Transit Railway our hearty good wishes for a happy Christmas and a prosperous New Year.

This Christmas we should all be proud and happy as we look back on the accomplishments of the year. Not for years has our property been in such good condition, the tracks, the stations, the water front. The Management has been liberal and with your cooperation we have made a great beginning. The Public has noticed the results of your efforts and their remarks are most gratifying.

For the future the indications are that improvements are only just beginning and with a continuation of the excellent spirit of teamwork you have shown in the past the New Year should be a happy one in its record of accomplishments.

The Third Annual Ball of the Employes Mutual Benefit Association was held at the Stapleton Club Rooms on Saturday evening, October 28. The hall was crowded, the affair being one of the best that was ever held on Staten Island, and we want to thank everyone who helped to make this a great success.

The business men and trades people who have so generously given their cards for publication in our souvenir journal, merit our gratitude, and we most respectfully request and urge our patrons and friends to patronize them.

The following were in charge: B. F. Kelly, President; E. E. McKinley, Vice President; J. B. Sharp, Treasurer; G. J. Goolic, Recording Secretary; J. V. Costello, Corresponding Secretary; J. F. McGowan, W. P. Slattery and J. J. Le Strange, Executive Committee.

We extend our heartfelt sympathy in the death of Thomas F. Watson, conductor, at his home on October 27. Thomas was well liked by all who knew him, and we will miss him. He entered the service on this division October 10, 1910 (tenth month,

day and year) as trainman. On February 17, 1918 he was made road conductor and held this position up until his death.

D. H. Wood and P. V. Goudot, both trainmen, went on a hunting trip to Newburgh during the latter part of October with a Ford truck, with the intention of loading the truck up. After staying a few days they decided to leave for home. As they reached St. George their friends saw they only had two squirrels and a pair of good colds. See them for the full and sad story.

## Baltimore Terminal Division

Correspondent, MARTHA V. FOX

To Every Employe on the Baltimore Terminal Division

At this season of the year when Christmas greetings are so numerous exchanged, especially between relatives and close friends, I do not want to forget the "Baltimore Terminal Division Family." Our division is one of the brothers that comprise our great railroad, and I want to take this opportunity of hoping that each of you may enjoy a very Merry Christmas and that the Year 1923 may be a pleasant and prosperous one.

(Signed) C. M. SHRIVER

Superintendent

Mr. and Mrs. John J. Link are the proud parents of a baby girl, born on October 12, at St. Joseph Hospital. Both are doing nicely. Congratulations and best wishes! Mrs. John Link was formerly of the Office of the Car Foreman, Locust Point.

On October 21 a pretty wedding was staged at the Twenty-fifth Street Christian Church by Miss Lyndelle Poyner, stenographer to the car distributor, and Mr. Herbert Walters, formerly of the Agent's Office, Camden. All those attending the wedding voted that she was one of our most attractive brides. She was tendered a miscellaneous shower by the girls at Camden before leaving. We extend our heartiest congratulations to the young couple.

The accompanying photograph is the daughter of G. F. Zimmerman, secretary to our terminal superintendent, C. M. Shriver.



Wonder how much "Riley" paid Santoro for this! He ought to stake him to a month's lunches, at least! Thanks, anyway, "Santy," for your regular cartoons.—Editor

Dispatch Trains Quickly





**A ROW OF HAPPY FACES**

The picture at the left is not the result of a capture in the wilds of Africa, but merely our gentle Second Trick Hostler J. J. Murphy. Next to him you may see our Fire Brigade of the second trick, Riverside. Over on the right is Rhea Janet, the winsome little daughter of G. F. Zimmerman, Camden Station

Miss Rhea Janet Zimmerman is four and one half months old and is a very attractive young lady. Her daddy says that she is not spoiled, but we doubt this. She is the first daughter.

An electrical display may be seen any evening after 6.00 o'clock at the home of Gang Foreman J. C. Fowler, 2594 W. Fayette Street. We are under the impression that this young man has recently had his house wired.

We congratulate F. P. Tunney, chief clerk to the car foreman, Locust Point. We understand that on September 21 the stork left a bouncing baby girl.

No, Gentle Reader, the above was not captured in the wilds of Africa. It is merely Second Trick Hostler J. J. Murphy.

We are glad to welcome back Miss Sophie Speaker, who has been out of the service for some time, but who now is with the car foreman at Curtis Bay.

Note the picture of the Fire Brigade, Second Trick, Riverside. Reading from left to right, we have T. R. Herrigan, W. E. Rose, T. E. Hussley, Jr., D. Poultney, H. L. Lamden, H. R. Lewis, T. J. Fritzpatrick, L. H. McCullough and B. Etzler.

Perhaps in the next issue we will be able to give an account of the dance to be given by the employes at Camden at the Southern Hotel.

Agent's Office, Camden Station

Correspondent, W. H. BULL

We wish to extend to our forces hearty good wishes for a Merry Christmas and a Happy and Prosperous New Year.

(Signed) W. E. NEILSON, Agent  
P. J. Trueschler, Assistant Agent

On October 18, there was a pretty wedding at St. John's Evangelical Lutheran Church, when Miss Hazel Lufayne Butts, stenographer, Camden Revision Bureau, and Mr. Charles Fugmann, a former employe at this station, were married. After the ceremony, the bridal party and those invited to the wedding went to Claggett's Hall, where the reception was held in honor of the newlyweds. Mr. Beam's String Orchestra played and practically everyone, old and young, joined in the dancing and festivities. The refreshments were delicious. At about 11.00 p. m. the couple prepared to leave and many of our esteemed clerks received farewell kisses from the bride. Lucky boys!

The happy couple went to Niagara Falls. On their return home, they will live in their bungalow at No. 10 Evergreen Avenue, Hamilton, Md.

Hazel, old girl, if your pretty wedding is a symbol of future happiness, your matrimonial sky is cloudless, and Camden wishes you all good luck and prosperity.

Cupid is still shooting his darts. This time Sam Dowling, O. S. & D. Department, was married on October 3, at St. Martin's Church, to Miss Helen M. Wallenhorst. The honeymoon was spent at Niagara Falls and Buffalo. Congratulations, Sam!

Vernon Mann, our efficient timekeeper, is trying to increase his weight. He consumes a quart bottle of milk every day. In the last six months he has increased six pounds. All right, Vernon, if you live six more years and drink the same quantity of milk, you will come pretty near to weighing 200 pounds.

Mt. Clare

Correspondent, MOLLIE S. ALBRECHT

*Merry Christmas!*

Dear Fellow-men:

Just at this happy season of the year, when we find ourselves smiling, and radiating good cheer and gladness, I want to take this opportunity of wishing each and every one of you, through the help of the MAGAZINE, the happiest kind of a Christmas holiday!

To each of my fellow-workers, this message will convey my heartiest good wishes for a very jolly Christmas, and a joyous and prosperous New Year!

May the god of luck smile on all this coming year!

Sincerely,

(Signed) Thos. R. Stewart.

By the time this edition reaches each of you, we will all be sweeping along on the Yuletide, and the hearts of all, young and old, will be care-free and light again. The prospect of a new year to face, with the joyous new feeling that comes to each and every one at Christmas-time, makes us all feel capable of climbing to the very top step, on the Ladder of Fame!

Then, with the new year dawning, perhaps we try to center our thoughts, and wonder what, if fairies were still flying around, and our wishes would come true, would be our wish. Here is just a wish, put into words by W. R. Hunt, which I found some time ago, and which seems to me to be a very good formation of all my vague wishes:

The sun is just rising on the morning of another day, the first day of a new year! What can I wish that this day, this year, may bring to me? Nothing that shall make the world or others poorer, nothing at the expense of other men; but just those few things which, in their coming, do not stop with me, but touch me rather, as they pass, and gather strength:

A few friends who understand me, and yet remain my friends.

A work to do which has real value, without which the world would feel the poorer.

A return for such work small enough not to tax unduly any one who pays.

A mind unafraid to travel, even though the trail be not blazed.

An understanding heart.

A sight of the eternal hills and unresting sea, and of something beautiful the hand has made.

A sense of humor, and the power to laugh. A little leisure with nothing to do.

A few moments of quiet, silent meditation. The sense of the presence of God.

And the patience to wait for the coming of these things, with the wisdom to know them when they come!"

**PATENTS**—Write today for **FREE** instruction book and Evidence of Conception blank. Send sketch of model for examination and opinion; strictly confidential. No delay in my office; my reply special delivery. Reasonable terms. Personal attention. Clarence O'Brien, Registered Patent Lawyer, 513 Southern Building, Washington, D. C.



**GLOVES**

**DIRECT TO YOU**

**LEATHER FACED SPLIT COWHIDE PALM AND THUMB**

GAUNTLET		BLUE WRIST	
No. 130		No. 160	
3 Pairs	\$ .80	3 Pairs	\$ .80
6 "	1.55	6 "	1.55
12 "	3.00	12 "	3.00

ADD POSTAGE TWO CENTS PER PAIR

**EXTRA-HEAVY PLAIN CANTON FLANNEL GLOVES**

GAUNTLET		BLUE WRIST	
No. 40		No. 10	
3 Pairs	\$ .50	3 Pairs	\$ .48
6 "	.97	6 "	.95
12 "	1.90	12 "	1.85

ADD POSTAGE ONE CENT PER PAIR

**PEOPLES GLOVE CO.**

P. O. BOX 14

DECATUR, - - ILL.





Frances, four months' old daughter of Machinist R. E. Shewbridge

### Here and There at Mt. Clare

Contributed by C. RAEUCHLE

Foreman Kelly of the Axle Shop is waiting for his vacation. He intends to hunt bears! Good luck, "Kel!"

Welder B. C. Dearing, Flue Plant, says: "Daggon if we ain't got some band!" (Maybe there is a reason for handing out all these laurels; "Bernie" plays the cymbals in the band!)

"Shorty" McConnell of the Blacksmith Shop, is still wearing that smile. Staunton, Va., must be a wonderful place.

"Miss Albrecht, please don't pick on your helpers! It isn't their fault if they can't get any newsy news. The men in the shops won't give it to them. I have to make most of my news!"

Our old friend Machinist F. W. Scott, in No. 3 Machine Shop, has been put on the pension list. We will all miss "Scotty." His cheery greeting always put you on good terms with the rest of the world!

We hope that by the time you read this, our old pal "Buck" Burns will be back on the job again. We love him, grouchy ways and all! "Buck" is laid up for minor repairs at the Church Home Hospital.

One of our former supervisors, "Bill" Bauman has been appointed foreman under G. F. Kline. "Bill" is stepping on the gas these days both in and out of Mt. Clare. He has his noble charger tied up at the gate waiting for him!

"Mike" Healy, of the Boiler Shop, drew his vacation just in time to see the ponies



Elizabeth and Elaine, daughters of Machinist Sidney Austin, have a fondness for the "briny deep"

kick the dust at Pimlico. "Mike" doesn't like the ponies, Oh! No!

We are given to understand that the following Mt. Clare gentlemen wish to enter their names, or throw their hats, into the ring, for the Bald-headed Men's Club presidency:

John Riley, Paint Shop; Gilbert Bateman, Pipe Shop; Walter Tapman, Test Dept.

We are wishing them luck! Here's hoping that their hair continues to fall out, and their chances for president rises!

### Drawing Room

We wish to congratulate the chiefs of the Drawing Room, W. B. Whitsitt and W. R. Hedeman, who have been appointed assistant mechanical engineer and chief draftsman, respectively. We wish them lots of good luck.

We have at last discovered a celebrity in our midst! A real live Caruso! Say, "Buck," give us season passes when you become famous, will you?

### Accounting Department

We are extending to Guy Childs our heartiest congratulations and good wishes, on his recent marriage. May your sojourn in the Realms of Connubial Bliss be long and happy, Guy!

Miss Oursler is still with us, although we have our doubts as to just how long she will stay. Whenever you see a nice Marmon car drive up to the gates for some young lady, beware! Especially when the one driving the Marmon is young, nice-looking, and has a sweet smile.

Here is a picture that many of our boys will recognize as that of J. J. Smith, who came to Mt. Clare as locomotive inspector in 1912 and was Erecting Shop foreman when he left in 1921. At that time he was made general foreman at Glenwood. He is now associated with the Boschen & Smith Piano Co., Fayette St. and Park Ave., Baltimore, where he will be glad to greet his old friends.

### Locust Point

Correspondent, J. ROSS GOULD

Merry Christmas!

Permit the Locust Point employes (through your correspondent) to wish A Merry Christmas and a Happy and Prosperous New Year to all of our officers and fellow employes, and particularly to



J. J. Smith, formerly Erecting Shop Foreman at Mt. Clare

all the various correspondents whose writings in the MAGAZINE have served to brighten many a dull hour.

Your correspondent wishes to apologize for his absence from the columns of this MAGAZINE for the past two or three months. Circumstances over which he had no control prevented his contributing.

He hopes, however, once more to get into harness, and to aid our editor and his staff in retaining the well earned prestige of "OUR MAGAZINE."

We take pleasure in welcoming to Locust Point W. S. Wilson, who has recently been appointed chief clerk at this station. Mr. Wilson is a pleasant gentleman who I feel positive will add lustre to the well earned fame of this station. We offer him our loyal support in his endeavor to make his administration a success.

After continued efforts we have succeeded in getting a photograph of "Andy" Miles, chief manifest clerk. Our previous efforts were unsuccessful for "Andy" was fearful that his picture might cause havoc with the hearts of our fair readers; but that has since been overcome by "Andy" becoming a benedict. Now he is protected and well guarded by the present Mrs. Miles.

Mr. Miles had been a widower for two years but was united in wedlock to Miss Katherine Gessler on September 7, at St.

(Continued on page 61)



Fireman George Litz, Engineer W. E. Sterling and Andy Miles—"Our Andy"



— A —

Most Remarkable

# PLAYER PIANO

+ Offering +

This is the Greatest and Most Unusual  
Value ever offered the Baltimore Public

The high standard of quality that  
has meant so much to this store  
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The Sweet Toned  
**Emerson**  
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Story & Clark  
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## 24 Q<sup>R</sup> S Rolls FREE!





## William G. Vincenheller

(Continued from page 45)

gratulations to "Mr. Vince" and wishing him many more years of happiness and active service.

Mr. Vincenheller was born at Cumberland, Maryland, on October 31, 1847. He came to the Baltimore and Ohio as clerk, Car Service Department, in July, 1876.

In addition to Mr. Vincenheller, the following named employes of the Car Service Department have been in service for 20 years or more: F. H. Schley, 1876; S. T.

Wright, 1882; W. D. James, 1882; W. M. Woods, 1882; H. T. Davenport, 1883; A. H. Greenfield, 1884; W. F. Koch, 1884; T. S. Carroll, 1890; G. Dukehardt, 1890; L. E. Brown, 1890; G. H. Smith, 1891; C. H. Keller, 1893; J. S. Anstine, 1897; W. Auld, 1898; J. B. Wright, 1899; E. R. Gaither, 1900; W. H. Decker, 1900; D. D. Marks, 1900; H. E. Sanner, 1901; H. I. Taylor, 1901; H. F. Wette, 1902; T. H. Lucabaugh, 1902; C. S. Thomas, 1903.

## Welfare Association, Auditor Passenger Receipts Office, Opens Winter Season with a Mask Dance

By E. B. Hoppman

THE wide awake Social Committee of our Welfare Association again showed that they are "on the job." After closing a most successful summer season under the leadership of Messrs. Finn, Billmeyer and Miller, the winter season was opened with a Mask Dance at Tuttle's Hall on the evening of October 31.

Needless to say, this dance was a great success. All of us who ever attended one of these social gatherings know that they are events to be looked forward to and remembered.

This being a masked dance, many characters and costumes were represented and the affair was a bright and picturesque one. Prizes awarded were as follows:

Mrs. McEvoy and Miss Marguerite McEvoy, as old fashioned sweethearts, first prize; Carl Grund, as a tramp and Samuel Concilo, as Italian organ grinder, second prize; Miss Helen Harte, as a jockey, third prize; Miss Guyton, as Pierrette, fourth prize; Robert Cook, as a Chinaman, fifth prize; Miss Dorothy Wulfert, as a country boy, sixth prize.

After the presentation of these prizes, refreshments were served, after which the dancing was resumed.

The program was brought to a close at 12.00 o'clock and all departed with the suc-

cessful, mirthful and entertaining party an event long to be remembered by them.

You folks who are not members of "the Welfare" do not know what you are missing. Won't you join at once and be with us at our next social affair?

The music was furnished by Nelson's Imperial Orchestra, the director of which is none other than Nelson J. Whitcomb of our office. The music was such that Mr. Whitcomb should feel proud of his boys, and we wish him all success.

## A Tarvia-Built Track in Portsmouth, Ohio

HERE is a view of the paving on Tenth Street from Gay St. crossing to Court St., Portsmouth, Ohio, covering a distance of four city blocks. This track was put up on eight inches of washed gravel, all No. 5 treated oak ties, 90 pound R. B. Rail tie plated on every tie, filled with crushed slag to three inches of top of rail, then filled to top of rail with crushed slag mixed with K. P. Tarvia and rolled with a twelve ton roller. It was surfaced with pea gravel mixed with Tarvia and rolled again to surface, making an ex-

ceptionally fine piece of track. Supervisor George Mitchell was in charge, and the work done by the following section gangs, shown in the photograph:

Right side of track, reading left to right: B. L. Allen, foreman Section 53; J. W. Kelly contractor; Trackmen Ebenezer Dains, B. S. Allen and George H. Campbell.

Left side, reading right to left: J. H. Inlow, foreman, Section 54; A. M. Rodgers, B. & B. Department, inspector of work; Trackmen Ralph Inlow, Harrel Inlow, William Ockerman and Cecil Inlow.

We are indebted to Foreman Allen for the picture and story and thank him for his interest in the MAGAZINE.

## STOP THAT LEAK!

### The Good Neighbor

Railroad Helps Potomac State College Teach Telegraphy

By H. B. KIGHT

Ticket Clerk, Keyser

THE train wire has been looped from our telegraph office and cut in at Potomac State College, W. Va. This gives the students of Telegraphy at this popular school, the benefit of receiving, but does not permit them to send any messages. This shows the spirit of co-operation of the Baltimore and Ohio Railroad with the public, and is much appreciated by the college faculty and all others who are interested in the welfare of this institution.

Our January issue will carry an advertisement of Potomac State College which will reach the homes of all railroad employes in the territory from which this school gets its students. Watch for it!

Chauffeur (having almost hit a man): Don't you know enough to get out of the way of an auto.

Victim: No! I own three of them and this is the first time I've walked in months.

—New York Sun.



A fine piece of track in Portsmouth, Ohio. The author of article, Section Foreman B. L. Allen, is the fifth figure from the right



**Baltimore Division**

Correspondent, W. H. TARR

To the Officers and Employees of the Baltimore Division:

I wish to extend to each of you my sincerest wishes for a most enjoyable Christmas and I trust that the New Year will bring you all the good things you desire, including Health and Happiness.

Now, as never before, the Company needs your closest co-operation and I certainly hope that each of you will put your shoulder to the wheel and pull together. In this period of progressiveness, we certainly must hustle to keep up with the times, and I am sure that you will each do your mite cheerfully and promptly so that the desired results will be obtained.

(Signed) F. G. HOSKINS  
Superintendent

**East Side, Philadelphia**

Correspondent, CHARLES H. MINNICH

We wish a Merry Christmas and Happy New Year to all our friends at other stations, as well as to the management, and we renew our desire to give 100 per cent. service to the Baltimore and Ohio.

Eddy Reddington is contemplating matrimony in the near future, but won't tell us the date. He got off early one afternoon, and I heard that he bought a marriage license.

It is rumored on pretty good authority that "Joe" Kearney, stenographer to division storekeeper, East Side, is to marry Miss Edna Spielman. Nothing like nerve in these times of high prices! And such a quiet fellow. Who would have thought it? Well, we congratulate him and we hope Edna likes her new "personal appointment." "Joe," take a tip from an old married stenog, and don't let her "dictate" to you!

**Washington, D. C. Freight Station**

Correspondent, W. L. WHITING

**A MERRY CHRISTMAS AND A HAPPY NEW YEAR!**

There is something about this old-fashioned greeting that makes it always the



Yard Brakeman R. B. Story and his children, Kathryn, age 5, and Bobbie, age 2

most welcome way to express the feeling of joy and serenity that comes over us at this season of the year, and creates in us a wish to share our own happiness and peace with all mankind.

We are now approaching the glad season with a feeling of peace and rest that at one time seemed far away. Let us not forget, however, that it is the season of the reign of the Christ-Child, that it is emphatically a time when old and young, great and small, rich and poor, all unite in the one desire to bring happiness and pleasure to the little ones that have been sent to bless our homes with their bright smiles and merry voices. What greater joy does a parent have than to see the happy little face light up with wonder and joy at the first sight of the wonderful Christmas tree, with all the gitts that good old Santa Claus has made to grow upon it? In this all-pervading spirit, let us all try to become children once more and enter into the joys and pleasures of the little ones.

We can imbibe a large share of the "Spirit of Christmas" by reading some of the many good books that have been written on the subject, but perhaps the most enjoyable one of them all is Charles Dickens' "Christmas Carol." Friends, if you do not have it in your library, get it and read it and you will be sure to say with Tiny Tim, "GOD BLESS EVERY ONE!"

Let all Baltimore and Ohio Employees make a special effort this Christmas to make



Joseph E. Brady

Mr. Brady, assistant master mechanic, Riverside Shops, has rounded out 38 years of loyal service with the Baltimore and Ohio. He's good for 38 more

(Continued from page 58)

Elizabeth's Roman Catholic Church, Baltimore. Miss Pendergast presided at the organ, and Miss Garrett sang "Oh Promise Me." After the wedding the happy bride and groom left in their limousine for an extended trip East.

"Andy's" associates at Locust Point wish the happy couple a pleasant and prosperous married life.

The accompanying picture is of the gentlemen at the Baltimore and Ohio Power House, Locust Point.

These gentlemen are responsible for keeping things "het up," and for counteracting the rigor of winter at this station. Left to right are George Litz, fireman, and W. E. Sterling, engineer. Mr. Sterling has been employed by the Company for the past 16 years, and Mr. Litz for five years.



Agent E. E. Bowers, Gapland, Maryland, and his twin sons, Richard and Eugene



**OFF TO THE RACES!**

Train load of race horses leaving Camden station for Tijuana, Mexico. In the inset are the crew Engineer W. T. Burns and Fireman E. Gardner





Night Switchman H. E. Gulick, Green Spring, and his three children, Blanche, Richard and William

the heart of some one a little happier by our being here, and thus endeavor to express our joy at having passed through the vicissitudes of another year, emerging brighter and better for our experiences.

Christmas will come as a time of joy and thankfulness to some of our force who have been on the sick list for a considerable time. Rate Clerk C. A. Ridgely has recovered sufficiently from his eye trouble to enable him to resume his duties in the office. Miss Gladys Beall, who was seriously ill for two months, has returned to the front again. Both are glad to be back, and, needless to say, both received a hearty welcome on their return. The same welcome is in store for Delivery Clerk M. M. Phelps, who is at present struggling along on crutches, but who reports improvement in conditions as each week passes by.

Business continues good at this station, and all indications point to a fine and prosperous New Year for the good old BALTIMORE AND OHIO!

### Cumberland Division

Correspondent, JOHN J. SELL

To Employees of Cumberland Division:

During the present year which is drawing to a close, the railroads have passed through trying times, which have weighed heavily on employes, officers and those who have their earnings invested in railroad securities. The readjustment following the Great Conflict, which destroyed the economic structure of the old world and seriously menaced the new world, was inevitable; happily, however, the oldest and best railroad in the United States has passed through this period with the spirit of its personnel unbroken, and, with abiding faith, will face the problems of the future.

To those who have suffered through sickness and injury, I extend my deepest sympathy. I trust that the succeeding year will bring to you and yours good health, happiness and prosperity.

(Signed) C. W. VAN HORN.

To the Employes of the Cumberland Division:

I extend to all employes of this division and their families Christmas Greetings and best wishes for the New Year.

(Signed) F. L. SHEAKLEY  
Division Accountant

A pretty party was given on November 6 by the members of the Division Accountant's Office in honor of Mr. and Mrs. Earl C. Robertson, who were recently married, both of whom were formerly members of the Accounting Department. About fifty couples were present and the large office room was appropriately decorated for the occasion. Dancing, cards and fortune telling held sway until a late hour when refreshments were served. The young couple were presented with a handsome gate-leg table. Division Accountant F. L. Sheakley made the presentation speech.

Let's save coal, Boys. It can be done. If every fireman, engineman, power plant man, and any other employe who has anything to do with the firing or handling of coal, will give this matter a little thought and attention, we can do our bit towards saving fuel and thereby assist in reducing the heavy fuel bill. Let's show them what the Cumberland Division can do along this line.

And above everything else let's talk and practice Safety-First. This will pave the way for much happiness during the coming New Year. Let "Safety" be our motto.

The new motor train put in operation on the Green Spring-Petersburg Branch, has been bringing forth good comments from our patrons in that territory. The new service gives them better service to all points on the branch.

The East End of the Cumberland Division broke its own record during the first seven days of November, averaging 94.1 miles per car per day, exclusive of bad order cars. This is the best yet, and shows what can be done by "Keeping the Cars Moving." If we continue this good work, we are sure to get our share of the business to be handled.

Another one of our charming young lady stenographers has decided to listen to the call of Cupid. Miss Betty Dickey, secretary to Trainmaster W. E. Boyland, has resigned for this purpose. Much luck and happiness to you, Betty!

The accompanying picture is a good likeness of Charles M. Egan, chief crew dispatcher, Cumberland, who died on May 3, last. As chief crew dispatcher, Mr. Egan had direct charge of the calling and dis-

patching of train and engine crews out of Cumberland, over the east and west ends of the Cumberland Division and the Connellsville Division. He was well known by practically every train service employe on the two divisions, among whom he had a host of friends. He was elected a delegate to the Relief Department Conventions from this division several times. He was of a genial disposition and was well liked by everyone who knew him. He was 25 years of age at the time of his death.

Second Trick Caller Melvin Hoffman, Queen City Station, put one across on his many friends and fellow employes recently, by quietly getting married. He kept the boys in the dark for awhile, but when they got next to it, they made things warm for the newlyweds. The boys say it must have been love at first sight, but after seeing the bride they don't blame "Mel" a bit, and are wishing the couple much happiness in their new venture.

It is with sincere regret that we report the recent death of Harry S. McClintock, chief clerk to Trainmaster E. C. Groves, Cumberland. Mr. McClintock was enjoying a vacation on the South Branch of the Potomac, following his favorite sport of fishing, when stricken. Coming to his home at Cumberland, his condition grew worse, uremic poisoning developing, hastening his end. Mr. McClintock was with the Company for a number of years, having had service with the late C. L. French, as trainmaster's clerk, in the year 1912. After a short service with an outside firm, he returned to the Company in 1917. He has been in continuous service since that time. In his capacity as trainmaster's clerk, he came in contact with a large number of employes, particularly train service employes, and his dealing with them was such that he earned a host of friends. The esteem in which he was held by all who knew him was portrayed by the steady stream of friends and fellow employes to his late home, and the beautiful floral tributes. The funeral services were held from the home, with burial in Rose Hill Cemetery. He is survived by his mother and one sister, Miss Mable McClintock, stenographer in the Master Mechanic's Office, Cumberland. To these we extend our sincere condolences.



Left: The late Harry S. McClintock, former chief clerk to trainmaster, Cumberland, and Charles M. Egan, chief crew dispatcher, also deceased



The Cumberland Division, our division, ranks high in efficiency. A little quicker movement of cars, a little coal saved, a few more engine miles—will put us where the others can't catch up. It's worth while to be in first place!

We wish everybody a Merry Christmas and a Happy New Year!

Timber Treating Plant, Green Spring, W. Va.  
Correspondent, E. E. ALEXANDER

**Merry Christmas!**

My Dear Mr. Alexander:

We now come near the close of the year and are in a position where we can look back and take measure of what has been done during the past year, and look forward with expectation and determination to do better the coming year. The Green Spring Plant during the first half of the year was well on the way to beat the record of production. It was only circumstances, beyond your control, during the latter half of the year, that prevented your doing so. As a fitting season's greeting, please permit me to express the appreciation of the management for efficient and steadfast service of the Green Spring men during the past year, and to extend to them and their families our Best Wishes for a Merry Christmas and a Happy and Prosperous New Year.

(Signed) EARL STIMSON  
Chief Engineer Maintenance

Every member of the Tie Plant family wishes every member of the Baltimore and Ohio family everywhere a good old fashioned Merry Christmas and a truly Happy New Year.

(Signed) E. E. ALEXANDER  
Supervisor of Plants

We want to especially call attention to the Christmas ads of local merchants and bankers. We are proud of them and they show their real interest in us.

One accident, in spite of all we could do, was chalked up against us for October, when day Tieman G. R. Stewart suffered an injury to one of his fingers, which laid him off for 28 days. The score is now three against us with two months to go.

Mrs. R. N. Angier, Baltimore, wife of our chemical engineer, was a late October visitor. Mrs. Angier, a great nature lover, and R. N. enjoyed "hiking" through the beautiful autumn woods.

Tieman John Kinkead, who has been with us for several years, has purchased a nice farm five miles from Martinsburg, and moving his family thereon, has left the service to become a tiller of the soil. Good luck, John!

Tie Inspector A. E. Irving has answered the "Who's next?" by erecting a beautiful bungalow on the lot recently purchased from Tieman W. Grove, and expects to be "at home" before Christmas. Trackmen Emery Twigg and W. L. Dayton are also building.

Supervisor and Mrs. E. E. Alexander spent a week's vacation the latter part of October with the former's parents at Panora, Iowa, also visiting for the first time in over twenty years close relatives at Anamosa, Iowa.

Tieman S. P. Hose moved his family into the company house formerly leased by the late H. S. Simpson, on October 15.

G. C. Patterson, hustling station clerk here for several years, has been promoted to agent, while "Tom" Taylor, Petersburg, has taken the vacancy made by "Pat's" promotion. "Tom" is a newcomer among us. We wish them both success.

Daniel Ricewick, father of C. C., one of our stationary firemen, is quite ill at the latter's home here at this writing. We hope for his recovery ere the year has passed.

Yard Foreman Gross, Tieman O. R. Landis, Sam Crock and some more were out coon hunting a few days ago, but all they brought back was their guns.

Retortman B. F. Twigg and Jess Robinson had a narrow escape from serious injury while out driving in "Ben's" buggy recently. The horse became frightened at the Branch engine switching at the station and ran away.

Section Foreman J. N. Wagoner, Retortman G. P. Chesshire and Hostler R. D. Nixon each lost a valuable hog recently. Too bad, fellows!

The revival meetings recently closed at Forest Glen, conducted by the pastor, Rev. H. A. Lindamood, assisted by Revs. Rockwell, Powers and others, are said to have been the biggest and best held in that church for many years. Mr. Rockwell is operator here while Mr. Powers is one of our own men.

I. N. Saville, extra gang foreman at the Plant, and Mrs. Bessie Fout of Romney, were united in marriage at the Methodist Parsonage in Romney, November 4, by the Rev. M. L. Fearnow.

The box supper and Mock Trial held at the school house November 2 was quite a success. Proceeds go toward purchase of a bell, greatly needed, for the school. The suit of Malone vs. Leonard to recover price of a valuable hog, drew quite a crowd. Personnel of course: judge, E. E. Alexander; clerk, B. F. Stanholtz; sheriff, G. W. Kaylor; jury, Mesdames Morgan, Flora, E. E. Alexander, Messrs. W. Grove, George Taylor and H. Day. Attorneys: for plaintiff, James W. Short; for defendant, W. F. Singhass. Witness: for plaintiff, Miss Malone, "Tom" Holland, Bruce Crites, Mrs. William Seeders, Mrs. George Taylor, Victor Myerly. For defendant: Fred Leonard, John Heath, Pressley Allen. After hearing most convincing oratory the jury failed to agree and the case was continued.

Mrs. J. R. House, wife of stationary fireman, has returned from a week's visit with relatives in Baltimore.

Captain H. Carder and wife, Conductor Willis Carder and wife, of Baltimore, returned home November 6 after a week's visit with Conductor J. R. Carder and family of Petersburg. J. R. and Willis, brothers, are sons of Captain Carder.

J. D. Rockwell, wife and daughter Mildred, accompanied by Blacksmith and Mrs. W. G. Haines, spent a recent Saturday in the museums in Washington.

Foreman G. C. Conly is again unable to attend to his duties on account of a slight attack of neuritis.

Tieman O. R. Landis has purchased the E. A. Hott property near Donaldson and will move as soon as Mr. Hott is able to give him possession.

Tieman and Mrs. W. E. Landes announce the birth of a daughter, Miss Thelma Parker, October 29.

Clerk and Mrs. F. A. Sebold announce the birth of a son, Francis Allen, Junior, November 1.

Miss Lucy Gurtler, daughter of Fireman and Mrs. C. M. Gurtler, and Serafin Castro, a former plant employe, were recently married in Cumberland.

Property owners A. B. Taylor, B. F. Twigg, A. E. Irving and others have opened the ditch that drains most of our little town south of the tracks, while Foreman B. F. Short has cleaned the big tile under the Branch track. Another fine improvement from a sanitary and drainage standpoint!



## Get on the right side of the Cab!

A LOCOMOTIVE FIREMAN'S promotion depends largely on the knowledge he shows of the locomotive and kindred subjects at the time he goes up for his examinations.

It behooves every fireman, therefore, to prepare himself as thoroughly as possible so that he will not be found wanting when his turn comes.

Failure to pass means a black mark against your name and the loss of valuable seniority rights.

The best way to make sure of passing that examination with a high mark is to study at home, in your spare time, with the International Correspondence Schools. In just an hour a day you can learn the things you need to know about boilers, their attachments, the best methods of firing and feeding, the construction and operation of cylinders and gears, the management of locomotives, and the construction and operation of engine and air-brake apparatus generally.

Just fill out the coupon printed below and, without obligation or a penny of cost, get the full story of what the I. C. S. can do for you.

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Explain, without obligating me, how I can qualify for the position, or in the subject before which I mark X.

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| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> Cost Accountant           |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> BUSINESS MANAGEMENT       |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Private Secretary         |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Business Correspondent    |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Stenographer and Typist   |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Good English              |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> SALESMANSHIP              |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> ADVERTISING               |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> Railway Mail Clerk        |
| <input type="checkbox"/> Toolmaker                | <input type="checkbox"/> CIVIL SERVICE             |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER       |
| <input type="checkbox"/> Gas Engine Operating     | <input type="checkbox"/> Electrician               |
| <input type="checkbox"/> CIVIL ENGINEER           | <input type="checkbox"/> Electric Wiring           |
| <input type="checkbox"/> Surveying and Mapping    | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> R. R. Constructing       | <input type="checkbox"/> Telegraph Engineer        |
| <input type="checkbox"/> Bridge Engineer          | <input type="checkbox"/> Telephone Work            |
| <input type="checkbox"/> ARCHITECT                | <input type="checkbox"/> MINE FOREMAN OR ENGR      |
| <input type="checkbox"/> Architectural Draftsman  | <input type="checkbox"/> Stationary Engineer       |
| <input type="checkbox"/> Ship Draftsman           | <input type="checkbox"/> Airplane Engines          |
| <input type="checkbox"/> Contractor and Builder   | <input type="checkbox"/> AUTOMOBILES               |
| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> AGRICULTURE               |
| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> Poultry Raising           |
| <input type="checkbox"/> CHEMIST                  | <input type="checkbox"/> WIRELESS                  |

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**Merry Christmas to Our Employes from These Green Spring and Romney Business Friends!**

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**DEALERS IN**  
**GENERAL MERCHANDISE**  
**GREEN SPRING, W. VA.**  
 — Wish you —  
**A Merry Christmas A Happy New Year**

**We Welcome Your Account**  
**The Bank of Romney**  
**ROMNEY, W. VA.**  
**A SAFE MAN — IS — A SAVING MAN**

**SAFETY FIRST**  
 BE AN OWNER OF —  
 A BANK BOOK  
**FIRST NATIONAL**  
**ROMNEY, W. VA.**

Mrs. William Cannon, wife of one of our trackmen, who recently underwent a minor operation at the Allegany Hospital, Cumberland, is convalescing at this writing.

The big game hunt of the year is on. The party making it consists of Inspector Irving, Treating Engineer Alexander, Tiemen Corbin and Crock, and Trackman Earl Robinson, who left for parts unknown (unexplored?) in the mountains of West Virginia, on November 13.

As a fitting close for the year and especially for our Christmas number we take great pride in this picture of

our community matrons, all members of or closely related to the great Baltimore and Ohio family. Left to right, front row: Mesdames T. E. Allen, E. E. Alexander, W. G. Haines, J. C. Alexander, W. C. Gurtler, R. G. Smith, R. G. Brown and V. L. Myerly. Second row: Mesdames G. W. Barrager, Robert Nelson, C. E. Edgell, G. W. Robinson, G. C. Conley, J. R. House, M. E. Short, J. N. Wagoner. Standing: Mesdames J. D. Rockwell, G. W. Kaylor, W. Grove, G. N. Teeters, G. P. Chesshire, E. M. Stottlemyer, B. C. Flora, J. W. Twigg, S. P. Hose, J. W. Reese and George Taylor. We regret that several of the ladies invited were unable to be

present and wish to thank all those who so kindly accepted our invitation.

We also take great pleasure in presenting the picture of a beautiful little Queen, a three time prize winner, featured in Cumberland Evening Times of Saturday, November 11, a Baltimore and Ohio baby, who we feel at least partly belongs to us because her "Daddy" is our efficient second trick operator and formerly resided here.

Miss Virginia May Twigg is the daughter of Mr. and Mrs. Vincent D. Twigg, Cumberland. She is three years and eight months and won first prize cup at the 1921 Cumberland Fair Association Baby Show. Virginia also won first prize, a silver cup, at Company "G" Bazaar, Cumberland, and first prize in the three year old class, Strand Theatre baby contest, which was entered by several hundred babies.

**Martinsburg Shop**

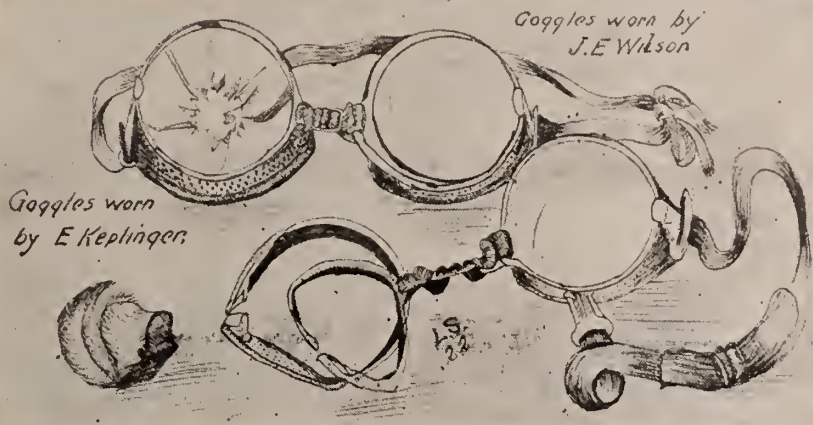
Correspondent, W. L. STEPHENS

This December issue closes the volume of 1922. This has been a year of trial and stress for all men connected with the railroads of our nation. Death has called a large number of our Veterans, and many younger men. Discouragements and defeats, along with success and victories have filled the days with joy or gloom. To men who are accustomed to fight the battles of life as railroad men must fight such battles, discouragement means "fight on!" in the hope of a better day and success and victory, the desire to share with others the well earned joy. Standing upon the threshold of the New Year, looking into its future



The better halves and then some—of the Baltimore and Ohio Family at Green Spring—with the prize winning beauty, Virginia May Twigg





**KEYSER BELIEVES IN SAFETY**

Upper left: E. Keplinger. Upper right: J. E. Wilson and family. Below are the goggles that saved their eyes

may it be seen with a vision glued to the ideal of success for the Baltimore and Ohio and its employes. Let the joys of Christmastide pervade every Baltimore and Ohio home, and a prosperous and happy New Year be the lot of all of its officers and men.

The local Veterans are busy looking up memberships and planning for the annual meeting early in the new year. The local association is in splendid shape and mean to have a fine meeting.

A wee daughter is a fine bit of Christmas joy to the home of boilermaker John G. Brown.

Death has claimed another veteran, Conductor Louis D. Dugan, who died at his home 631 North Queen Street. Had Mr. Dugan lived until January, he could have celebrated his 78th birthday, but death caused by dropsy and heart trouble ended his suffering, and brought to a close a long and useful life. Conductor Dugan was born in St. Charles, Mo., and came to Martinsburg when a boy. At the age of 21 he entered the employ of the Baltimore and Ohio. He was in active service until he was retired about 20 years ago, following an accident in which he lost an arm.

The deceased was a quiet, unobtrusive man, and stood high in the esteem and confidence of a large circle of friends. The funeral services were held at the late home. Members of the Baltimore and Ohio Veterans and other employes gathered at the home where the last tribute of respect was paid to the deceased brother and friends.

Paw Paw, W. Va.

Correspondent, M. L. SHARON

We are sorry to have to chronicle the sudden death of our old friend and associate, "Joe" Linthicum, who was taken away

suddenly at his home in Martinsburg. "Joe" and I had been friends for a great many years and he will be missed especially by the older railroad men around the yard in Martinsburg, and his neighbors, by whom he was well thought of. We helped to lay his body in its last resting place, and turned away with the thought that "Just a little further on, we, too, shall answer the Roll Call, and face the Great Superintendent of the Universe to give an account of our stewardship here below." "Joe" was a life-time citizen of Martinsburg. To his family we extend our heart-felt sympathy.

The late apple crop picking is nearing an end. The H. W. Miller Orchards and Cunningham Orchards have had a fair yield considering the heavy frost in the spring, and they are quite busy making shipments over the Baltimore and Ohio Railroad.

The wild turkey season is on and there have been several killed. Eugene Grop, third trick operator, Okonoko Tower, bought one down, or rather, in; we don't know whether it was shot or trapped. A. C. Hardy, first trick operator, same office, just a few days ago tramped Spring Gap Mountain over and failed to land a prize.

Foreman T. W. Kaylor, light speed tracks, is taking out the low places and lining up the track through town.

Robert McAdams, Magnolia, is engineer on the Cumberland-Martinsburg pick-up, and while Magnolia is not incorporated, and hasn't any mayor, yet the citizens have made "Bob" manager of that little town, and things have got to go his way.

**Dispatch Trains Promptly**

**Let Diamonds say Merry Xmas**

FOR A FEW CENTS A DAY

18 kt. White Gold, 7 perfect cut, blue-white diamonds set in platinum. Looks like 3 carat solitaire.  
Special No. 61  
Only \$59.50

NO MONEY DOWN

Premier Cluster, 7 carefully matched blue-white diamonds set in platinum. Looks like 3 1-2 carat solitaire.  
Special No. 71  
Only \$69.50

THE startling diamond values pictured can be yours without risking a single penny. Each item is ideally suited for a charming Christmas gift. Your selection sent on your simple request without a single penny down. If you don't agree that it is the **biggest bargain** you ever seen, return at our expense. If you keep it, pay at the rate of **only a few cents a day.**

**YEARLY DIVIDENDS**

You are guaranteed 8 Per Cent. yearly increase in value on all diamond exchanges; also, 5 Per Cent. bonus privilege.

**MILLION DOLLAR BARGAIN BOOK FREE**

The Greatest Bargains in America are pictured in our new **MILLION DOLLAR BARGAIN BOOK.** Send for your copy today to Dept. 4019. See these bargains. Special Discount 15 per cent. on cash sales this month.

**J.M. LYON & CO.**  
2-4 Maiden Lane N.Y.  
In Business Nearly 100 years

Keyser, W. Va.

Correspondent, HARRY B. KIGHT

Greetings from the Mayor of Keyser

Yuletide is the most joyous of all the seasons. It is then that we forget for a time, the wrongs, real and fancied, which we have suffered during the past year. We develop a kindlier feeling toward our fellow man, and imbibe some of the spirit of the Prince of Peace, whose birth we celebrate.

As an humble citizen of this, the most favored nation on earth today, I extend greetings to every reader of the BALTIMORE AND OHIO MAGAZINE, and hope that Christmas time will be a happy time in every home.

May the coming year find each of us a little more considerate of the welfare of those around us, remembering that unselfishness brings happiness always, while selfishness is directly responsible for most of the woes and misery to which man has fallen heir.

(Signed) E. V. ROMIG,

Mayor

To the M. and W. Men of the West End: Greetings and best wishes to you all. I extend my appreciation of your loyalty and support during the past year.

(Signed) JOHN EDWARDS, JR.,

Roadmaster

TO ALL EMPLOYEES OF KEYSER TERMINAL:

I wish to convey to you and yours my heartiest wishes for a Merry Christmas and a Happy New Year and the hope that your co-operation for the New Year, 1923 will make our Terminal safe and efficient.

In making your resolutions for the New Year, I hope you will resolve to study and know our Safety Rules and to carry them out for the benefit of all concerned, which means yourself, your family, the public and the Baltimore and Ohio Railroad Company.

(Signed) H. D. BURKHART

Terminal Train Master



The following Keyser, W. Va., ADVERTISERS Wish Baltimore and Ohio  
Employs A Merry Christmas and a Happy New Year !

## STAURING

— THE JEWELER —

Baltimore and Ohio Watch Inspector

## THE Farmers & Merchants Bank

"The Bank that Service Built"

## The Rosemont Restaurant

The best place in town to EAT

## ALEX'S

Up-to-date Barber Shop

## THOMPSON FURNITURE COMPANY

Treats You  all the Year

## The Keyser Pharmacy

Is in business for YOUR HEALTH

## "Bob" Gray TRANSFER

Phone 104

## Peoples Pharmacy

— PURE DRUGS —

Efficient Service

## Potomac Milling & Ice Company

Flour - Feed - Ice

## Patriotic Shoe Shop

Domineck Calemine, Prop.

NEW and SECOND-HAND SHOES

"A Bargain Every Minute"

## Romig Drug Co.

THE REXALL STORE

Where Christmas lasts the whole year 'round

## MUSIC HALL

"THE BIG HOME PLACE"

## F. H. BABB

116 ARMSTRONG STREET

FIRE INSURANCE—REAL ESTATE  
SURETY BONDS

"Great American" policies used by Baltimore  
and Ohio Relief Department

## West End Restaurant

— WHERE ALL —

THE RAILROAD MENEAT

## Drug Store Reliable

W. S. E. Coleman

PRESCRIPTION DRUGGIST

SNIDER BROS., Inc.

General Contractors & Builders

PLANING MILL, LUMBER AND  
SUPPLY YARD

DEPOSITS \$1,055,260.26

## The First National Bank

KEYSER, W.VA.

Christmas Savings Clubs Now Forming  
JOIN NOW!

WATCHES

CHAINS

FRANK P. GREENWADE

Representing F. C. Stauring

CHARMS

REPAIRS

Easy Terms to Baltimore and Ohio Employees

Keyser, W. Va.,  
November 13, 1922.

To All Engineers and Firemen,  
West End Cumberland Division:

I wish to extend my best wishes to you all for a Merry Christmas and a Happy New Year. The year that is now just about past has had its trials and difficulties, which I must say as a general rule were met and handled by the enginemen on the West End Cumberland Division in a sane and satisfactory manner. There is one thing that we should always remember, and that is to comply with the safety rules so that at the end of the year it may be said that we have passed through it without any fatalities or accidents. By carrying out the rules of safety and the rules of the Operating Department, any division on any railroad will be a success, not only to the men but also to all concerned.

(Signed) M. A. CARNEY

Road Foreman of Engines

To All Stores Department Employees:

The past year has been one of difficulties for all, but I feel that each member of our organization has put forth his best effort; therefore, as the Old Year rings out, each will feel that the New Year must hold for them some fruits of their endeavor.

Cooperation and Safety are the standards of our organization, and each year we are advancing toward the goal of making the Baltimore and Ohio a better and safer organization of the people and for the people.

A MERRY CHRISTMAS, A HAPPY  
AND PROSPEROUS NEW YEAR!

(Signed) WILLIAM C. GUTHRIE

Division Storekeeper

*Merry Christmas to Everybody from the  
Correspondent!*

Hey, you other Correspondents! See those ads from Keyser? All the people of Keyser are Baltimore and Ohio Boosters, and the ads you don't see in this issue, you will see in future issues, for they know a good thing when they see it. With this issue the correspondent desires to thank those who have helped him with notes. Keep it up, fellows. The Mineral Daily News published at Keyser, has been mighty nice in giving publicity to the things pertaining to our railroad, and we want to thank the Editor.

"Tom" Boswell laid off for a few days to pick his apples. "Tom" says that while he was working his apple trees worked overtime, and he had SOME crop.

We extend to Mr. F. C. Patton and his family our heartfelt sympathy in the death of their son, Yard Brakeman W. B. Patton, a few weeks ago in Weston Yards.

What has become of that prospective bunch of "Home Builders" from Keyser? Let's get busy, fellows, and get a bungalow. The Relief Department will back us.

Foreman Painter Dunk, who has been ill, is convalescing. We hope to have him back on the job soon.

Machinist "Billy" Martin came to work the other day, all smiles. We thought he had decided to live up to the motto, "Smiling Through," and by golly, he said he had. But the thing that started the smile was the fact that he had a new daughter. Good luck, "Billy!"

We're sorry to report that Car Repairer Shaffer suffered a mashed foot when a heavy piece of lumber fell on it.

Track Supervisor "Mike" Laffey, M. & K. Junction, has been off for sometime with an injured knee.





Assistant Road Foreman Frank Browning and Assistant Trainmaster Frank Graney, both "lookin' mad"

It is with deepest regret that we record the death of Yard Brakeman Boyd Linthicum, which occurred in early November. We extend to the bereaved family our heartfelt sympathy.

Lieut. Shrou and Patrolman Anglin spent their vacation in Cuba.

A sketch referring to the appointment of A. H. Hodges as master mechanic, Cumberland, appears elsewhere in this issue. While we regret to lose Mr. Hodges, who has been master mechanic at this station for the past five years, it was with great pleasure that we learned of his appointment at Cumberland and wish him all success in his new position.

As master mechanic at Keyser, he was not only loyal to the Company and the men under his jurisdiction, but possessed that degree of magnetism that produced results with the least possible effort, setting an example which, followed by his workmen, resulted in the formation of a loyal organization of workmen that has brought the efficiency of the Maintenance of Equipment forces on the West End of the Cumberland Division to the highest point.

We trust that success will follow Mr. Hodges in his new position.

While W. J. Dixon, who succeeds Mr. Hodges, has been with us but a short time, his efforts are appreciated and he will receive the same loyal support from the men under his jurisdiction as was given his predecessor. This means that everything possible will be done to bring about results that will meet with his approval as well as that of the Management.

**Shop Notes**

**Maintenance of Equipment Employees:**

To you and yours I wish a Merry Christmas and a Happy New Year. Thanking you for the cooperation you have given in the past and trusting that the coming year will be fruitful to us all in prosperity and health, I am,

Yours very truly,  
(Signed) W. J. Dixon

Master Mechanic

**To the Car Department Forces,  
Maintenance of Equipment Department:**

While the past year has not been as bountiful as it might have been, I trust that the coming year will be most successful in the way of prosperity and good health.

I thank you all for your loyalty during the past year, and I wish you and yours a Merry Christmas and Happy New Year.

O. G. STANLEY

Car Foreman

On October 16, E. Keplinger, while cutting down steel cars, was struck with a flying rivet which no doubt would have caused serious injury and possibly the loss of an eye if he had not been wearing his Safety goggles. Here you may see a photograph of Mr. Keplinger, together with a sketch of the broken goggles and the rivet which struck him.

This is only one of the many cases on the Railroad where the safety goggles have saved an eye. Mr. Keplinger recommends that all of his fellow men wear goggles. Mr. Keplinger is 29 years old and has been in the service five years.

Here also is a photograph of J. E. Wilson. Mr. Wilson is 43 years old and has been in the service for five years. He highly recommends the use of goggles—this is the third pair that he has had broken without any injury to his eyes. He states that he would have been a blind man today if it had not been for goggles.

We wonder if Nina Lee and "Jim" will exchange Christmas presents.

Car Foreman O. G. Stanley is a patient at the Alleghany Hospital, Cumberland, undergoing a minor operation. While his condition is not serious, his early recovery is anxiously looked for.

Someone reported that Machinist "Joe" Wageley had gotten too fat to be a member of the Fire Brigade. He blamed Uncle "Jack" Griffin for spreading this report and challenged him and Miles Haron to a foot race from the Round House to Red Rock. The challenge has not yet been accepted.

After "Lener" had hung up a high score of 57 and Ruth rolled off the Alley eight times out of ten, our Ladies' Duck Pin Club died a natural death. "Mike" Graney said not to worry—if they cannot play basket-ball, the Ping Pong Club is still open.

Miss Berdie Lark, former time clerk at the shop, has accepted a position in the C. T. Department. While we regret to lose "Berdie," it is noted that Nina, Alice and Ethel do not hang around the office after the noon whistle blows.

"Dusty" says he is going to stay in all winter and save his spare change *in order*



B. J. Davis, work report writer and lover of nature

to get a Buick in the Spring. "Dusty" thinks that is the only way to get the girls to fall for you. He has tried every other way to get Ruth, and this spring will endeavor to make the supreme effort. In fact, he says that with a car, "You can get them where they ain't."

The Annual Christmas Turkey Tournament will take place in Mill Meadow on Christmas Eve under the management of Chief Gun C. H. Spicer, Long Gun "Bob" Pownell, Little Gun Shadow Paxton, Big Gun Oscar Spotts, Son of a Gun "Tom" Stanley.

**Connellsville Division**

Correspondent, C. E. REYNOLDS

With all of our trials and cares of 1922 forgotten in the present era of prosperity and good-fellowship, I desire, through these columns, to extend to every employe on the Connellsville Division my sincerest wishes for a joyous and happy Christmas.

(Signed) R. W. BROWN  
Superintendent

**Office of Trainmaster**

Here is a picture of Miss Blanche Stafford, stenographer, Superintendent's Office. This was taken while she was spending her vacation in Pasadena, California. Blanche says that she had a wonderful time.



**KEYSERITES**

Left to right: Three sons of Car Repairer Roy Bailey; Yard Brakeman J. B. ("Sunny Jim") Sample, Callers J. A. Elsey and T. E. Dunn, M. & K. Junction W. Va.





Train Baggage Man A. S. Harmon and his grandchildren

We also have a picture of A. S. Harmon with his two little grandchildren, Carrie Mae and Anna Gene. Mr. Harmon is employed as train baggage man on trains 43 and 44 between Connellsville and Cumberland. He has been in the service over thirty years, has a pleasing personality, and his many friends extend to him their best wishes for many more years of service.

D. M. Springer, yard clerk, Connellsville, has returned to duty after spending a month touring Florida and Havana. From his present financial conditions and expressions regarding his trip, we judge he walked most of the way back home. That's all right, D. M.; we know you saw the bananas growing up-side down.

We are sorry to report that Yardmaster C. L. McDonald has been off since the first of the month because of illness.

R. A. Morrison has resigned as weigh-master in the scales office at Connellsville, and departed for California, where he intends to make his future home. Our good wishes go with him.

We regret to report the recent death of Mrs. J. L. Shaw, wife of our car repairman and mother of Ray Shaw, ticket agent, Connellsville. To this bereaved family we extend our deepest sympathy

### Pittsburgh Division

Correspondents, E. N. FAIRGRIEVE  
MARY E. BREEN

#### Glenwood

Correspondent, JANE P. PASSMORE  
Merry Christmas!

Cupid seems to be getting pretty busy about the roundhouse. V. Milto, clerk, roundhouse office, is about to enter the ranks and from what we hear, some of the pipefitter helpers are thinking seriously on the same subject.

Master Mechanic McGann is busy moving more things than power these days. He recently moved into his new home on Gertrude Street.

R. M. McCann, clerk, roundhouse office, has returned to duty after an absence of about three months because of illness.

In the accompanying picture arc, left to right: Jane Passmore, stenographer to Master Mechanic McGann; Frank ("Red") Elliott, messenger, Master Mechanic's Office; Mary Patrick, clerk.

### Glenwood Roundhouse

General Foreman H. J. Meinert, Allegheny Shops, entered the service at Millvale as machinist in 1909. He was promoted to foreman in 1910 and has worked



Blanche Stafford  
This picture was taken in a mighty deep canyon in the Sierra Madre

in that capacity ever since. Conditions at Allegheny Shops indicate that Foreman Meinert is well liked by his employes. The accompanying picture shows Mr.

and Mrs. Meinert and their family and Mr. Meinert's father. This is a happy looking family.

A. J. Saterfield, clerk, Master Mechanic's Office, is seen smiling over the arrival of a baby girl, named Helen Louise.

H. J. Ternent, roundhouse clerk, third trick, was married on September 17, 1922. Congratulations, Harry, and best wishes to the bride!

It is rumored that Supplyman Joseph Doyle is to be a benedict in the near future.

Assistant Chief Clerk C. E. Rider, M. M. Office, claims that he is going to Wheeling as witness to his brother's marriage. We all wonder if this is exactly the true state of affairs. Don't forget, Rider, the girls want some candy.

Machinist Helper C. L. Haggerty, Roundhouse, should know the different roads well by this time. What is the idea in going that direction, "Chuck?"



Large and interesting family of General Foreman H. J. Meinert, Allegheny Shops





Jennie Smith, railroad evangelist, talking to the boys in the Glenwood Shop

A promising young bachelor in a supervising capacity at Glenwood Roundhouse is seen very often with his shoes shined, trousers all pressed, small flower in the lapel of his coat. This same young man always boasts of the number of "Beans" that he has saved in the jar, and from all accounts and from news that we can gather there will be wedding bells ringing in the vicinity of.....? Although this party had boasted of his single blessedness, we feel that he has been hit very fast and hard. Good Luck to you, "Sheriff."

Pandemonium reigned at Glenwood in the Office of Master Mechanic about six o'clock on the evening of October 12. A great commotion was heard and when the smoke and noise had cleared away it was found that no one was injured and that the terrible catastrophe had been averted. After a few minor repairs by the pipe forces, the large flow of water was stopped, and after some of the girl attendants had dried Mary off, she was able to wend her way home. Watch your step the next time, Mary.

Timekeeper Charlie T. Franeis, M. M. Office, made a visit to his old home after an absence of 44 years. Charlie has a stiff neck from looking at all the improvements. He claims that the "Old Swimming Hole," where he spent many happy boyhood hours, is a thing of the past, but it brought back fond recollections of many good times that he had spent there.

Rain, sunshine, snow or sleet,  
You will find the boilermakers  
On their feet.—F. A. Slinger??

John M. Applebe, our well known general foreman, although efficient in stirring engines around Glenwood roundhouse, is not quite

so good with his Dodge. On a recent trip to The Grove, it was necessary to call on his old friend "Snickler" to drag him out of the ditch.

Our congenial storekeeper, "Doe," has been noticed quite recently on various occasions looking over the newspaper, particularly one column, and is noticed to smile pleasantly. The entire office force

was eager to learn of his inquiries. Ah! at last, he is scanning the marriage licenses record. It is thought that it is only a question of time until his name will appear among the honored list. Girls, get busy!

Mrs. C. M. Newman, wife of the superintendent of shops, Glenwood, has returned from the hospital. We all hope for her speedy recovery and continued good health.



Jane Passmore, Frank "Red" Elliott and Mary Patrick, of Glenwood



## Monongah Division.

Correspondent, ANNA MARY UNKS

### Merry Christmas!

That peace and prosperity may attend each of you, that the spirit and teaching of Him whose birth we celebrate at this season may in the days and months to follow be more nearly the rule and guide of our lives, and that the spirit of this season may be more nearly permanent, is the wish of your Superintendent.

(Signed) B. Z. HOLVERSTOTT

One of the latest victims of Cupid's wiles is Miss Catherine Snively, who resigned her position in the Accounting Department to become the wife of Mr. James Hoover, of Keyser, W. Va. They were married in St. Augustine's Catholic Church at Grafton. Their honeymoon was a brief tour of eastern cities. Mrs. Hoover was one of the first ladies to be employed on the Monongah Division, and until the time of her resignation her record was one reflecting faithfulness and efficiency. Mr. Hoover is an employe at Keyser, where the newlyweds will make their home.

We now have a new member in the Accounting Department, Miss Agnes McCabe, who was transferred from the Stores Department to fill a position made vacant by the promotion of Miss Lillian Powell.

We are pleased to welcome back Miss Florence Whittman after a furlough of several months.

Our sympathy is extended to Miss Margaret Byers whose father died recently after a long illness.

Our sympathy goes out to the family of the late Thomas A. Bradford whose death occurred during the past month.

We are all glad to welcome back our master mechanic, W. B. Porterfield, who who spent a month trying to eat all the oranges in California, that is while he wasn't trying to ride a bronco.

We are all looking forward to more light in the Superintendent's Office after Christmas. You know diamonds are noted for their brilliancy!

The telephone operators derive much pleasure from their daily hunt for the venerable E. Bartlett, trainmaster at Fairmont, who spends much time on the road. Oh! Mr. Ernie, won't you please come home?

Compton, the little son of Mr. and Mrs. W. C. Pembroke, is now learning to talk—much to the delight of his parents and friends.

Miss Ethel Bradford resigned as secretary to Superintendent Holverstott to become the wife of Earsel Pepper, chief clerk to A. H. Freygang, division engineer. The ceremony took place in St. Augustine's Rectory, the Rev. Father M. J. Hannon officiating. Mrs. Pepper left us after many years of faithful service. Her amiable smile and pleasant words are greatly missed. We all envy "Pep" his new partner and wish them happiness.

### Monongahela River Branch

Miss Nina Ford, on extra list since leaving Gypsy, has been assigned regular to agency at Haywood. Russell Long, who has been working Haywood for some time, is now holding second at Lumberport.

Practically all offices temporarily closed during slump in business have been reopened.

Operators on M. R. & S. L. have recently enjoyed a variety of first trick dispatchers

during vacations of Dispatchers Kelly, Donahue, Maxwell, Bradford and possibly others. We all enjoyed working with these men, but are glad to welcome "R. D. K." back from his extended vacation.

Operators Hickman and Nutter are now working 2nd and 3rd at Chiefton, these tricks just recently reopened.

"S. F." Satterfield and Mrs. Edna Satterfield are now working 1st and 2nd, Monongah.

We are all mighty glad to see and hear "S. F." again, as no one was more missed than he, while 1st trick was temporarily closed and he was placed on 3rd.

Agent Wolfe, Meadowbrook, was a recent Sunday visitor at Parkersburg, presumably visiting his parents.

Local waytrain Conductor Brumage is enjoying a vacation and selling the Fairmont Times, which is putting on a subscription contest. The person securing the largest number of subscriptions secures a handsome automobile. Fred has the faith that he will secure the prize and we wish him luck, feeling sure that if he is successful, he will be just as able and competent to run it as he is to "run" the local.

## Charleston Division

Correspondent, M. W. JONES

Secretary to Superintendent

### Merry Christmas!

Do It The Baltimore and Ohio Way—  
SAFELY — COURTEOUSLY — EFFICIENTLY!

It is with great regret that we have to record the death of W. B. Patton, yard conductor at Weston. On the morning of October 14, while working in Weston Yard, in some unknown manner he fell under the wheels of a car and was instantly killed. He first entered the service of the Company in 1911 as brakeman, filling various positions until he finally settled in Weston yard. During his entire service there is but one entry on his record and that one is a "Red" or credit entry. Of an affable and friendly disposition, "Bill" stood high with fellow employes and superiors alike, and in him we have all lost a good friend. To his wife, the sincere and heartfelt sympathy of all of us is extended.

Business continues to improve on the Charleston Division, and every one is busy. A good indication is the fact that during the week ending November 7 our miles per car per day showed up as 17.0. Our best previous record was 19.8, and with the co-operation of every one we hope to get back there, because, as Mr. Curren has so aptly said, "Cars are only earning when the wheels are turning."

Your correspondent will have to apologize for the shortage of news in his notes this month, as he has only just returned from a vacation trip during which, with his family he visited Niagara, Toronto, Ottawa, Montreal and Quebec, returning via Boston and Pittsburgh (NO, No, he was not THIRSTY, kind reader, so that's not the reason he went that way). He again asks employes to assist him in making the "Among Ourselves" Department more interesting by sending in notes of happenings at the various stations on the division. If he can get it, then it will be a column for the entire division, not for one or two towns or villages.

It PAYS TO WEIGH. During the month of September the following agencies, in charge of agents whose names appear herein, showed gains in revenue from check weighing:

Buckhannon, E. J. Hoover.....	\$ 1.28
Charleston, T. S. Richardson.....	9.58
Clendennin, J. D. Kennedy.....	4.17
Cowen, J. A. Woolford.....	1.86
Gassaway, G. M. Leach.....	5.05
Gilmer, F. E. Friend.....	17.40
Porters, W. H. Gross.....	3.11
Richwood, N. Rexroad.....	2.07
Weston, J. A. Fisher.....	33.73

Small amounts, 'tis true, but "Every little bit added to what you've got makes just a little bit more."

The writer recalls that when making up similar reports not long ago but one or two stations were shown. Now we have nine. Here's hoping we can make it 49 soon.

We now have with us D. P. Cubbege, formerly with the Sewell Valley Railroad, but prior to that an old Baltimore and Ohio man. He is acting as operator and extra dispatcher. Welcome to our city.

Wonderful results have been obtained by our energetic Secretary of the Y. M. C. A. at Gassaway this month, Mr. E. H. Goelz, in his campaign for new members. The drive has gone "over the top" with over 500. He has been ably assisted in his campaign by division staff officers at Gassaway, and every employe has done his best to make the drive a success. Congratulations to every one!

Chief Clerk Schide is about to move from the country to the city. Remember the last little story we had to tell about him a couple of years ago when he went to the "Lilly Brooke Hall?" Watch the next issue. We shall a tale unfold. Father "Bill" Severns is also going to move. Flats no longer have any charm for him, and so he is about to take unto himself a house.

Our sincere sympathy is extended to Superintendent W. Trapnell in the recent death of his brother.

During our recent trip we had the pleasure of seeing in Pittsburgh, Pa., our old friend F. M. Jordan, formerly division freight agent at Charleston, now coal freight agent at Pittsburgh. Looks just as tall as ever, just as friendly and just as eager to do it "The Baltimore and Ohio way" as he ever did. While we regret that he has left us, we congratulate him on his promotion. Temporarily we have with us at Charleston, in Mr. Jordan's place, Sam Strachan, assistant to the general freight traffic manager. Sam is an old friend of every man, woman and child on the Charleston Division, and even though it is only for a short time, we are glad to see him with us.

Trainmaster W. C. Deegan is again at his post after an absence of some four weeks spent in the hospital at Clarksburg, on account of an injury received at Buckhannon. We are glad to see him recovered so completely. Miss Nell Copley, fuel clerk in the Division Accountant's Office, is again with us after an absence of several months on account of serious illness. We are glad to see her back.

Captain G. P. Rieman, Police Department, spent his vacation in his "Flivver" in Virginia, returning with a whole skin. Dr. E. A. Fleetwood, medical examiner, is also back after a trip to Georgia. Chief Dispatcher John Staples will be the next to go. We'll tell you more about his trip—if we can find out about it—in our next issue. Maybe he will be able to talk a little Spanish when he comes here again. "Quien Sabe, Juan?"

Dispatcher John C. Carpenter of Weston is, we understand, supposed to be spending his two weeks vacation in Phillippi. It is noted, however, that he spent the end of the first week on Centre Avenue, Weston, mak-





Children, Grandchildren and Great-grandchildren of Baltimore and Ohio Men

Left to right: William, age 3 years, Betty, age 1 year, and Gerald Cotton, age 5 years

ing the long trip, Phillip to Weston and return, just to be on hand here over Sunday. Echo answers "WHY?" Ask the division accountant or the car distributor for further details.

Miss Sylvia Miller of the Car Distributor's Office spent a week of her vacation at TORCH HILL. Do I hear some one ask where it is? I cannot say but it's somewhere between Clarksburg and San Francisco on the direct line. We understand Miss Miller spent considerable time in the telegraph office at the station, although she *did* find time to fall off a load of hay at the farm. Upon asking for an interview, your reporter was graciously accorded the privilege by Miss Sylvia, during the course of which she informed us that a week at Torch Hill was more profitable than an hour in Cincinnati. Miss Fleda Feagans, Superintendent's Office, does not agree with the latter comment, she having found Cincinnati interesting. Miss Miller will spend a second week in Tennessee. Why? Ask her. Fickle? That's no name for it; ask Henry Ford if it is.

During our trip through Canada, Boston, Pittsburgh, etc., it was of interest to note the way other railroads do things. One thing is absolutely sure, that is that in their dining cars, other railroads don't put up their meals and cooking in the "Baltimore and Ohio way."

A recent visitor at Weston headquarters was W. L. Allison, safety agent, who attended the regular meeting here last month. By the way, we note from the notes of the Ohio Division that congratulations are in order. A small safety agent has arrived at the home of Mr. Allison.

E. H. Nichols, Division Engineers Office, is at present in the hospital at Washington, suffering from an affection of his eyes contracted in camp during the world war. We hope for his prompt and complete recovery.

In conclusion, we wish each and every member of the Charleston Division family and their families a Very Merry Christmas and every possible happiness for the New Year which will soon come.

Urge Shippers to Load and Unload Cars Promptly

**Wheeling Division**

Correspondent, MARIE SLATTERICK

To All Employes:

Best wishes for a Merry Christmas and Prosperous New Year are extended to all Wheeling and Ohio River Sub-Division employes.

After some turbulent times we are again facing the future as a reunited family with a solid front and that spirit of cooperation and loyalty that has ever maintained the division well up in the van of successful operation.

I desire to extend to you all my appreciation of your efforts and thanks for your able support.

(Signed) C. B. Gorsuch  
Superintendent

To All Maintenance of Way Employes;  
Wheeling Division:

In wishing you a Merry Christmas and Happy New Year, I take this opportunity

to express my appreciation for the good work accomplished during the trying year now about ended.

The problems of the railroad are many. Our task has been especially difficult. To make a better railroad with less expenditure was our particular job and one which could not have been accomplished without your loyal cooperation.

Let us go into the new year with the same determination and confidence and our efforts will be well repaid.

(Signed) A. H. Woerner  
Division Engineer

Gerald, age 5, William, age 3 and Betty, age 1, are children of Frank Cotton, machinist at Benwood Shop, grand-children of J. H. Brown, water station foreman, and great-grand-children of the Veteran Bridge Foreman William Brown who died on September 13 at Grafton. They come from a family of railroaders. Their great-grandfather was in the service 37 years, starting out as bridge carpenter with the old Second Division. Their grandfather first entered the service in 1880 as rodman on the Monongah Division. In 1902, when a new division was opened at Wheeling, Superintendent U. B. Williams brought Mr. Brown with him as water station foreman and he has been here ever since. There are not many of us who can boast forty-two years' service and the three young Cottons should be proud to come of such an illustrious family!

Rodman J. H. Lindsay wanders around the office like a lost soul. "His wife has gone to the country." Usually it's the other way about—the husband often skips around like a blithe spirit and says "Hooray, hooray, my wife's gone to the country!"

Engineer J. Coxon and Mrs. Coxon recently returned from a six month's European tour during which time they visited England, France, Belgium and Switzerland. On their return home they were welcomed by a new grandchild, Joan Coxon, of the fourth generation of Coxons. Engineer Coxon has promised to write us a splendid article on his trip and the conditions he found.

The W. J. Lukens Company, 1414 Market St., Wheeling, W. Va., a representative jewelry establishment of the first class, has been appointed official watch inspector of

**PUGH BROS. JEWELRY Co.,**

211 House Bldg., Pittsburgh, Pa.,

OFFICIAL WATCH INSPECTORS FOR BALTIMORE AND OHIO R. R.

**FINEST GRADE WATCHES**

Cash or Payment Plan

WRITE FOR OUR CHRISTMAS CATALOGUE

DIAMONDS - WATCHES - JEWELRY

Name .....  
Address .....  
State .....

CUT OUT AND MAIL



the Wheeling District by W. C. Donnelly, general supervisor time inspection.

We are always glad to publish letters like this one, handed in by the agent at Parkersburg:  
**OWENSBORO CONSERVE COMPANY**  
 OWENSBORO, KY.

Makers of  
 Ritter Catsup  
 Ritter Pork & Beans

October 16, 1922

Mr. J. K. Cromley  
 Chief Clerk, Baltimore and Ohio  
 Parkersburg, W. Va.

Dear Sir:—

Our Mr. Wolf has just returned from your district where he has been for several days expediting the shipment of bottles to us from Fairmont, W. Va. He reports that in Parkersburg you were unusually kind in helping him locate these cars and he feels much indebted to you for this help, and of course, our company appreciates it also.

Our company will have quite a volume of business from year to year going through your territory and it will be a pleasure to us to have it come through your district.

Yours very truly,  
**OWENSBORO CONSERVE COMPANY**  
 (Signed) Marc C. Stuart  
 Secretary

MCS—HCC

This is the kind of "good neighbor" spirit that we like to give and get.

In the accompanying pictures we have: Virginia May, age nine and Clare Eugene, age seven, children of J. W. Champlin, carpenter foreman, Wheeling Division.

Fairmont's "Million Dollar Bridge" on the Monongah Division, picture taken by J. R. Smith, Signal Department, Wheeling Division.

Roseby Rock, W. Va. This rock cele-

brates the closing of the track in 1852. Contractor Roseby had a gang working east and a gang working west and on Christmas Eve, 1852 they came together and closed the track at this rock, the size of which can easily be judged from the figures on top of it. The rock can be seen from the trains and is quite a landmark. In the lower left hand corner can be seen the initials "A. W. T." which stand for A. W. Thompson, formerly superintendent at Wheeling and later vice-president. The men on top the rock in the picture are Signal Maintainers G. W. Matthews and A. J. Rivers, respectively.

**Accounting Department**

Correspondent, R. C. GRUVER

The boys in the Accounting Department have again organized a bowling league and roll their own each Friday evening.

Norman Harrison of prize-fighting fame said he was getting tired of walking all the time and bought himself a "Baby Overland." We did not know he was so popular with the office force until after he'd driven his car to work the first time.

And speaking of cars, the Michel boys, "Jimmy" and "Tony" and the rest of 'em, have purchased a 1916 model Buick and say by the time they have completed repairs (which will be not later than next spring) they'll have a 1926 model out of it.

Our old friend, Donald Edelen, is again with us after an extended furlough. His face looks familiar in the Tonnage Department. Glad to see you back, "Don."

It only recently became known that a certain young lady in the Accounting Department is very much infatuated with a certain clerk at Benwood, whose name cannot be learned but who has been described as tall, stately and handsome(?). We hope

the infatuation is mutual, as Marguerite is a very nice girl.

The pictures of the five (three and two) herewith are the result of a ride from Wheeling to Cumberland in H. K. Harrison's Overland.

Chief Clerk R. T. Brooks and Mrs. Brooks have returned from a brief vacation which was spent in California, Oregon and other western states, visiting places of interest. They report having had a wonderful time.

"Bud" Wiggins was seen one day last week standing in front of a local shoe store during a fall style show in which they had living models. After he stood there for some time someone asked him what he was waiting for and he said "for the curtain to go up, of course." You tell 'em gymnasium, you need the dumbbells.

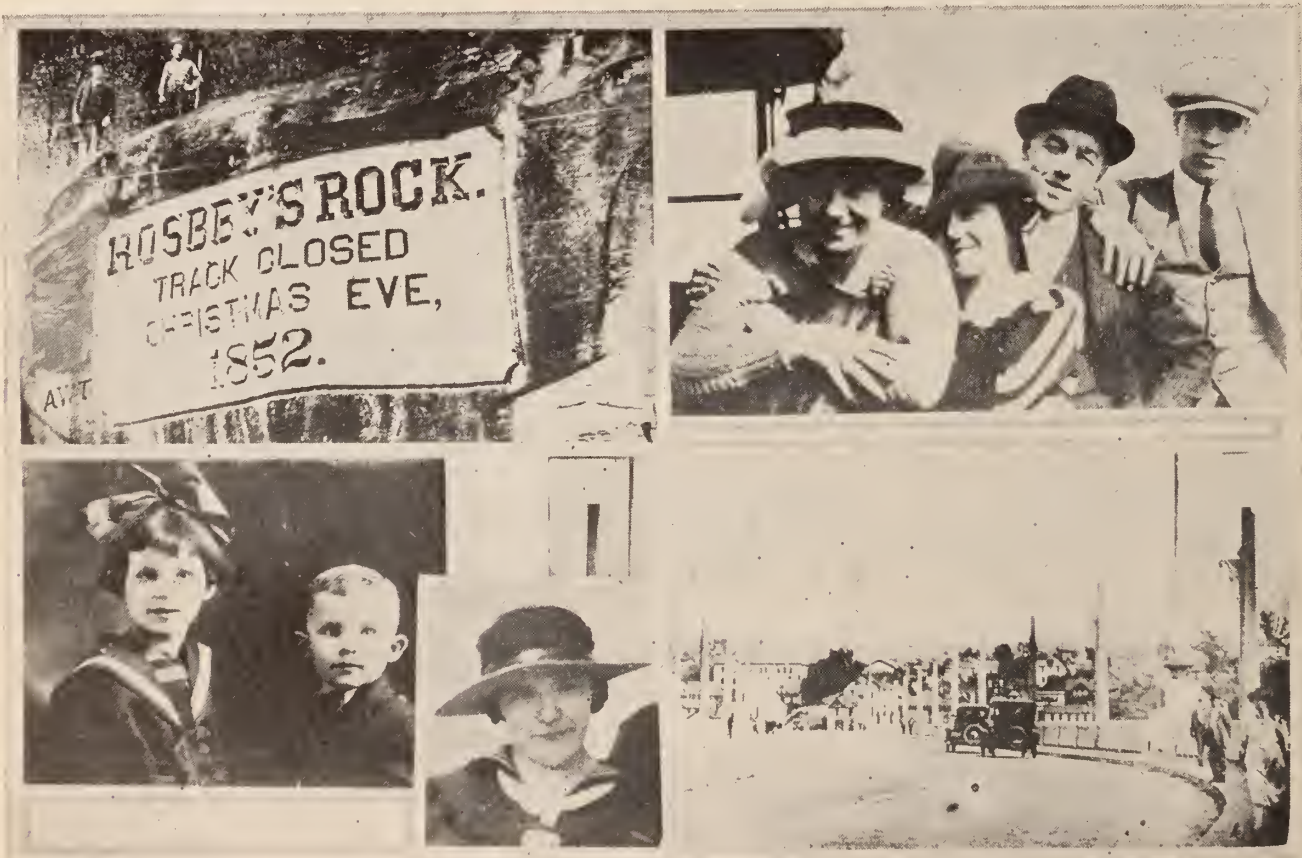
The Accounting Department desires to extend to the officers and employes of the Baltimore and Ohio Railroad their best wishes for a very Merry Christmas and a Bright and Prosperous New Year.

**Western Lines**

**General Offices, Cincinnati, Ohio**

Correspondent, E. W. SPILLE  
 When East Meets West

He came; she saw; she conquered: Miss Amanda Gaisser, secretary to our superintendent of Transportation, met Traveling Car Checker E. F. Molz when he worked in the Transportation Office in this city, and on September 12 she became his blushing bride. The wedding was an informal affair, the bride wearing a gown of crepe romaine. She carried a dainty bouquet of bridal roses and lillies of the valley. The bridesmaid, Miss Marie Baehner, was becomingly



**WHEELING DIVISION'S ART GALLERY**

Upper left: How many of us remember when this track was "closed?" Upper right: Miss Cochrell, Miss Angela Kirchgessner, Mr. Michel and Mr. Harrison—all Accounting Department employes. Lower left: Virgie May, age 9, and Clare Eugene, age 7, children of Carpenter Foreman J. W. Champlin. Center: Miss Anna Harrison. Lower right: Fairmont's new million dollar bridge



gowned in blue eanton crepe, with a wreath of silver flowers and tulle. She carried a bouquet of ophelia roses. The Transportation Office was well represented at the ceremony. After a reception the bride and groom left for a honeymoon through the east. They will establish their residence in Baltimore. Among the beautiful gifts received by the bride was a handsome bridge lamp presented by her co-workers.

Another romance was started about one year ago by Clarence Hornbach, clerk, and Miss Rose Stutter, stenographer, both in the Transportation Office. It ended happily in their marriage on October 21. She wore a gown of sapphire blue panne velvet, a smart hat of poke shape and a corsage bouquet of pin roses and lillies of the valley. After a tour through the East they will reside in Norwood, Ohio. Their office associates presented them with beautiful twin lamps and a handsome hammered silver water pitcher.

The marriage of T. W. Calvin, also of the Transportation Office, on September 30, was a great surprise to everyone. It was always believed that he would remain one of our confirmed bachelors because of his inessant condemnation of the fair sex. But we suppose that the little dart from Cupid's bow pierced too far into that lion heart of his and caused him to fall heavily. Mr. Calvin takes with him into his new field the congratulations and best wishes of all his co-workers.

Women may fall for uniforms, but a nurse's costume is equally attractive to most men. Ask "Ed." Gardner if that isn't so.

**Freight Traffic Department  
Southwest Region—Cincinnati, Ohio**

Correspondent, E. H. GARDNER  
Assistant Correspondent, C. C. TROY

*Merry Christmas!*

To the names of those reported in last month's issue of the MAGAZINE who have been instrumental in securing passenger traffic for the Baltimore and Ohio, thus co-operating with the Passenger Department, the following should be added: Louise Silberhorn, Maude Hines, W. G. Scholl, M. W. Mueller, E. A. Knauber and C. A. Boyd. Anybody who wants to see his name in print can have the ambition realized by securing at least one passenger for our line. Get busy, everybody whose name hasn't appeared, and see if you can accomplish anything; those who have been successful, keep up the good work!

We just read in the information for the press released by Assistant to Senior Vice-President F. X. Milholland, on November 10, statistics as to the number of automobile accidents at crossings on the Baltimore and Ohio system resulting from failure of drivers of autos to wait a few moments to allow trains to pass. These statistics are appalling, to say the least, and it is hoped none of the Baltimore and Ohio employes owning machines will ever be so foolish as to attempt to "beat" a fast moving express over a crossing.

We were visited the other day by our old friend and ex correspondent for the MAGAZINE, "Ed" Henken. "Ed" is still looking fat and prosperous, in spite of the fact that he has been out of the Baltimore and Ohio service for something over a year.

When it comes to being ever-cheerful and optimistic, we'll hand it to District Freight Agent Douglass. "Doug" is also some "Go-Getter" when it comes to soliciting freight, and his entire force of street-men is in the same class.



The late Charles Ingels

FOR SALE: One twin bed. Apply to Harry Witte, Tariff Bureau.

Some magnetic personality is proving to be the irresistible force which is drawing "Ben" Harris frequently to that dear little village of Lawrenceburg. "Benny," "Benny," better watch your step, or the joys of bachelorhood will not long be yours.

We challenge any office on the system to produce three trace clerks the equal in efficiency to those in our department here at Cincinnati, viz.: "Charlie" Brenner, Voscoe Haskett and "Al" Maier. They are right on the job all the time, and they deliver the goods.

Exit Charles Boyd from the Traffic Department, but not from the service of the "Best and Only." "Charlie" was appointed secretary to Superintendent of Transportation Brooke, effective October 23. Good luck to you, Charles, old boy, and success to you in your new undertaking.

Herald Smith, alias "Smittie," has ceased committing between Williamsburg and Cincinnati in his "Phord." It is now noticeable that he is walking more erect.

S. S. Scoville has been added to the District Freight Office force in the capacity of stenographer, to fill vacancy caused by promotion of "Jim" Richards. "Cliff" Brenner was appointed stenographer in the General Freight Office, to fill vacancy caused by resignation of "Don" Park. Our little tow-headed office boy, "Bobby" Elsener, goes to the Tariff Bureau in the capacity of mail clerk, vacancy being caused by the promotion of "Tommy" Carter to a higher position in the Mailing Department. Irvin Marz is the Tariff Bureau's new office boy, while Clarence Andrew Zoller has been employed in General Freight Office to fill vacancy caused by promotion of "Bobby" Elsener.

Greetings from Texas! "Rawn" Kinney, travelling freight agent, Dallas, says he enjoyed very much reading the first notes of the Cincinnati Traffic Department published in the October issue of the MAGAZINE. "Rawn" sends his love to the whole gang.

Our esteemed contemporary, "Ed." W. Spille, correspondent for the Operating Department, Cincinnati, is back on the job after an "extended vacation (?)" We haven't noticed any notes in the MAGAZINE from his "pen" for the past several issues. Wake up, "Ed;" give us some competition!

Can you imagine "Charley" Terhune in a derby hat walking down Vine Street, arm in arm with George Barrick, the latter all decorated up in side-whiskers? Neither can we!

"Ed." Lind is the latest addition to the ranks of the benedicts. We don't know what the girl's name was, but we saw her picture, and certainly cannot blame "Ed." for getting married. Congratulations and best wishes to you, "Ed.!" Did you ever call up Avon 134 and ask for Mr. Lions?

Now comes "Ed" Burke with the announcement that his family has been increased to the extent of one baby boy. That makes the fourth boy whose birth has been announced around here within the past few months, with nary a girl putting in her appearance. We can't understand it.

The accompanying photograph is an excellent likeness of Charles Ingels, an announcement of whose death was carried in last month's issue.

**Cincinnati Terminals**

Correspondent, JOSEPH BEEL

To the Officers and Employees of the Cincinnati Terminal Division:

Now that we are gradually resuming normalcy, after misfortune brought about by adverse conditions, I desire through the columns of the MAGAZINE to thank each of you for your cooperation in the successful operation of the Cincinnati Terminals during the year 1922. I also extend my Greetings for a Merry Christmas and a Prosperous New Year.

Very sincerely,  
(Signed) J. H. Meyers  
Superintendent

**Safety First**

Once we had a good conductor  
By the name of Jimmy Butler,  
'Til one day he kicked a coupler—  
Now there's no more Jimmy Butler.

Where Jimmy Butler used to stand  
We have a man named Harvey Mand.  
And he has been so fully schooled,  
That he observes the safety rules.

Tho' Jimmy Butler's gone to sta,  
He taught a lesson in a way  
That all should profit by his fate—  
Observe the rules at any rate.

**Newark Division**

Correspondent, B. A. OATMAN

To the Employees of the Newark Division:

We are rounding out the year successfully as a result of concerted action; we have all experienced periods of joy and of sorrow; let us forget the past and with unwavering effort enter upon the New Year with a determination to make it the best in the history of Newark Division. With this thought in mind I extend to you my best wishes for a Merry Christmas and a Happy New Year.

(Signed) H. G. KRUSE,  
Division Superintendent

To Motive Power Department Employees,  
Newark Division:

I wish to convey through the columns of the MAGAZINE, the greetings of the season. I hope that the coming year will be one of peace and prosperity for every employe under my jurisdiction.

(Signed) F. E. COOPER  
Division Master Mechanic



To My Fellow Employes of the M. of W. Department, Newark Division:

Each Christmas we hear, "Peace on Earth, Good Will toward Men," and not since the signing of the Armistice has this message been more applicable than at the present Yuletide. Having passed through the trials of the last few months it behooves all of us to Stop! Look! Listen! and take to heart the lesson found in this greeting.

May 1923 be the best year of our association with the Baltimore and Ohio family, and may this Christmas bring to you and yours all good cheer and prosperity. This is my sincere wish.

(Signed) A. R. CARVER,  
Division Engineer

The accompanying picture is of our efficient crossing-watchman at Black Lick, Ohio, Charles Francisco, better known by residents of Black Lick as "Fudge." Mr. Francisco has spent the past fifteen years with the Baltimore and Ohio on the section at this place. He has always tried to render the best service possible. He takes much interest in protecting the public and is loyal to the Company. Luck to you, "Fudge."

#### Newark, Ohio, Station

You will be interested in the picture of the nurses who accompanied the American Legion Post 85, Newark to New Orleans on October 14. The boys were all feeling fine when they left Newark and have been talking of the good care given them by the nurses while on the trip.

Born on August 18, 1850, and entering the service of the Baltimore and Ohio as

bridge carpenter on April 13, 1868, Samuel H. Blowers died at Zanesville, Ohio, on October 20.

Mr. Blowers was a familiar figure in all construction work on the Newark Division for many years. He was employed as bridge carpenter until September 1, 1882, when he was made carpenter foreman. On November 1, 1884, he was made superintendent of bridges and buildings. He capably filled this important post until March 1, 1901, when he was made inspector and traveled to stations on western lines, checking conditions as he found them. Mr. Blowers also had charge of contract construction work on the freight houses at Cambridge, Columbus and Newark; also at the new round house at Newark, the passenger station at Mt. Vernon, Ohio, and the frog and switch shop at Zanesville, prior to the flood of 1913. Mr. Blowers designed and built Pile Driver P-1 and his personal connection with many structures erected on the Newark Division resulted in good reliable work and material being furnished and used.

Surviving Mr. Blowers are his widow, five children, one brother and one sister, to whom we extend our sympathy.

After a lingering illness covering three years, Mrs. Laura Zinsmeister, wife of Master Carpenter Edward C. Zinsmeister, Newark Division, passed from our midst.

We were indeed sorry to hear of her untimely death at the age of forty-four. We extend to the husband and two sons the sympathy of the Newark Division employes.

We have just been advised of the death of Veteran Martin Farrell at Martin's Ferry. Mr. Farrell was born on September

29, 1847, and entered service of the Baltimore and Ohio on May 7, 1864, as apprentice at Wheeling, W. Va. He was made machinist on May 1, 1868, and foreman of machine shop at Newark, Ohio, on May 1, 1896, a position which he held for four years. He returned to the shops as machinist on August 1, 1900, and worked there until December 2, 1912, when he was pensioned. He died on October 19. Mr. Farrell's long record as an employe stands out prominently—forty-eight years of continuous service with the Company. He enjoyed good health all these years and was in excellent physical condition when he left the service. His wife died in 1903.

Our passenger agent at Newark was unable to take his place in the line up for the big picture of the American Legion party who moved from Newark, Ohio, to New Orleans on October 14. However, W. P. Huffman agreed to pose alone for the MAGAZINE photographer, but just as the latter was about to make the exposure there appeared one of the nurses who accompanied the party.

We have a hunch that the train could have pulled out of the station without W. P. even noticing it. Well, we don't blame him, a good nurse is often needed even in time of sickness. Our only regret is that the picture was not clear enough for reproduction. Never mind, we may yet have the chance of getting both on the same picture!

John Bachelor Woolson, one of Newark's best know citizens and a veteran passenger conductor of the Baltimore and Ohio, died at his home in Newark on October 22.



#### SEEN ROUND THE NEWARK DIVISION

1—Crossing Watchman Charles Francisco, at Black Lick. 2—Russell, little son of Operator R. Keanett, Columbus, Ohio. 3—A corner of Newark's iron foundry, showing a floor set up for pouring steel back brake shoes. 4—Engine 7000 undergoing repairs. The men are: Supervisor Shop Schedules C. G. Miller, General Foreman W. L. Clugston, Erecting Shop Foreman J. F. Pfeifer and Assistant Shop Foreman W. O. Ponsor. 5—Little daughter of Car Inspector C. C. Cook. 6—American Legion Delegates, Newark to New Orleans. 7—The nurses who cared for the "poor" boys all the way to New Orleans and return



Mr. Woolson was born in Hebron, Ohio, on March 14, 1849. He came to Newark with his parents on a canal boat in 1861. He entered the service in 1875 as a brakeman, worked as a baggageman and on December 21, 1886 was promoted to passenger conductor, a position which he filled until April 30, 1920, when he retired. His last run was on the Shawnee Division and patrons of this branch of the road have missed him greatly since his retirement, as he always had a cheerful greeting for everyone. It was a pleasure to make a trip with him.

Mr. Woolson leaves to mourn their loss, his wife, a daughter, two grandchildren and his one sister. The Newark Division employes extend to the family their heartfelt sympathy.

On November 1 Shop Clerk and Mrs. Frank Owens left Newark for an extended trip through the South. They will visit Havana, Cuba, and will spend six or seven weeks in the south.

Day Enginehouse Foreman Walter Reel has just returned to duty after spending two weeks in his new Essex Sedan. He says he enjoyed his trip immensely.

Announcement has been received of the marriage of Mrs. Ira Day Kahney and D. A. Williams, on October 14, at Baltimore, Maryland. Mr. Williams formerly resided in Newark, where he held the position of division storekeeper. Later he was made general storekeeper, Baltimore, Md. Our best wishes go to Mr. and Mrs. Williams.

Assistant Division Engineer F. H. Kahle has left the bachelor's club, the event happening on November 4.

Look out rabbits! Two of the members of the Newark Shop Hunting Club have secured one of the best rabbit dogs in the country and have placed it in the hands of Leon Stanford, who has the reputation of being able to make good hunting dogs out of skeletons. Last year we figured on having rabbit for everyone in the Master Mechanic's Office. We were surprised to receive so few, but with the added feature, the new dog, we are resting content. We expect to more than make up for the serious shortage of last year.

You have been treated to good reading from Sandusky because of the efforts of Miss I. C. Martin, correspondent for that station. We hate to say now that she has left the service of the Baltimore and Ohio and is Mrs. .... We Newark Division readers of the MAGAZINE take this means of sending to Miss Martin our congratulations. Of course, her better half will accept his share too!

General Car Foreman Frank Richardson won the Buick Four touring car offered as a drawing card at a lot sale in the Sheidler Addition to the City of Newark. As he already owned a Chevrolet touring car, he traded in the old car and the new Buick touring, and now drives a Buick Four Sedan.

On October 14 a party composed of 28 members and friends of Newark Post No. 85, American Legion, embarked on train 33, quartered in a special Pullman, bound for New Orleans to attend the National Convention. Among those in the party were Mr. Lee Moore, director of Public Works, City of Newark, Ohio, a former mechanical draftsman of the Baltimore and Ohio, and Mr. Howard Wilson, now with the Holophane Glass Company, Newark, Ohio, a former motive power timekeeper, Division Accountant's Office, Newark. In the accompanying photo taken by Passenger Agent W. P. Huffman, Mr. Moore stands at the left of the picture,

wearing regulation army hat, knee trousers, leggings and white shirt. Mr. Wilson stands sixth in the front line on the left.

The party returned to Newark on October 23 and had nothing but praise for the Baltimore and Ohio. Arrangements for the party to travel via the Baltimore and Ohio were handled personally by "Tom" Snyder, of the Division Accountant's Staff, Newark to whom credit is due for the securing of the party.

#### Columbus, Ohio

Assistant Correspondent, R. KENNETT

Hearty Greetings and Sincere Wishes for a Merry Christmas and Happy New Year!

Conductor "Ike" Thomas has resumed duty after being absent three weeks, having been injured in an accident at Broad Street.

With regret we announce the death of Car Inspector Johnson's mother on November 3. Our deepest sympathy is extended to the family.

We understand Brother Elliott has just about converted Yard Clerk McCormick. We congratulate you, Brother Elliott, on your good work.

We understand that Passenger Brakeman J. B. Rich, who has been off duty for the past three months account serious illness, has gone to Johns Hopkins Hospital, Baltimore, for treatment.

J. P. O'Leary, operator, Big Walnut, has resigned to accept a position elsewhere. Switch Tender Marrah was off a few days recently; the vacancy was filled by Brakeman Frank Wolfe. F. B. Grassley, agent, Broad St., has taken a leave of absence and with his family has moved to Colorado for the benefit of his health. Conductor "Milt" Rowland, Chillicothe, has been with us for the past three weeks, filling the vacancy on the Broad St. helper. Engineer G. Litter has resumed duty on his run after being absent two weeks because of injuries received in an accident at Broad Street.

General Yardmaster H. E. Decker has been off duty for some time because of serious illness. Conductor E. C. Phelps is filling the vacancy.

Brakeman Newman was off a few days recently because of illness. Operator H. Lusk, N. & W. Crossing, took a fifteen day vacation visiting his old Kentucky home.

Yard Clerk Knapp, off duty a few days recently because of illness, has resumed duty and is now able to eat. Operator Irwin, Summit, has resumed duty after being off a few days account sickness.

Engineer M. Senff has resumed duty on his run on Nos. 31 and 38 after being off duty since May 1. Engineer William Scoville was off a few days recently because of illness. He was relieved by Extra Engineer Toole.

Operator Atwood, Leonard Ave., has resumed duty after being off a few days because of illness. With regret we announce the accident which befell Brakeman J. C. Tobin on October 30. He was knocked from a box car, seriously injuring his head and shoulders. Conductor H. R. Schultz, "Silent City," has resumed duty after taking a trip to Minneapolis to see the O. S. U. football team get defeated. Operator C. M. Iden, B. R. Tower, has resumed duty after taking a ten days' vacation. Operator Brewster, N. D. Tower, who was off for a few days account of an abscess on his leg, has resumed duty.

#### Columbus, Ohio, Station

Assistant Correspondent, Miss EDITH ROACH

C. L. Johnson, born on February 25, 1866, at Quaker City, Ohio, died on August

6, this year. Mr. Johnson entered the service of the Baltimore and Ohio at Quaker City as messenger boy, carrying mail to and from trains. He next worked at Bell-air, Ohio, in the Baggage Room and Freight Agent's office jointly. He was transferred to the office of J. L. Davis, Chicago, Ill., as a bill clerk. Later he was appointed relief agent on the Chicago Division. He followed this as freight agent, Walkerton, Ind., Deshler, Ohio, Fostoria, Ohio, Chicago Junction, Ohio, and Sandusky, Ohio. In November, 1905 he was made agent at Columbus, Ohio, where he remained until July, 1917 with the exception of one year, when he was assigned to a place on General Manager Fitzgerald's staff as inspector of freight stations. He suffered a stroke of paralysis on February 9, 1917 and never fully recovered. He was relieved of duties of freight agent at Columbus, Ohio, in July 1917 and was appointed special agent, a position which he filled until his death. He was buried at his old home in Quaker City. He leaves to mourn their loss, a wife and two sons. Those who knew him loved him; his smiles and cheerful greetings are missed by the clerks at the local and district freight offices, who extend their sympathy to the family.

Though departed he leaves his "footprints on the sands of time."

Another bachelor gone astray! Stephen A. Bush, receiving clerk, and Maude Badgley were married on September 16. They spent their honeymoon in Chicago with the mother of Mr. Bush. On the evening of October 10 the "Get Together Club," numbering about thirty, called at the new home, and after spending an enjoyable evening, the bride and groom were presented with an electric grill and set of sherbet glasses. Mrs. Bush was presented with a rolling pin. Refreshments were also served. Best wishes for a long and happy wedded life were extended to the happy couple.

The new home of our chief clerk, J. V. Price, is nearing completion; it is expected that Christmas dinner will be served there.

Mrs. F. H. Dike entertained the Baltimore and Ohio Ladies Sewing Club on Halloween. Pumpkin pie was the piece de resistance. Pinkey Williams carried off the booby prize for disposing of the greatest amount of the pie.

The Grove City flyer has been making good time of late, according to reports from Miss Brink, since the time has changed. Just imagine getting up at 4.30 a.m. on the morning after the night before.

Can someone explain or give reason for Mary Connell's arrival in the office at 7.25 a.m. on one Monday morning? Supposition: *He* missed the owl car.

We welcome into our midst the following new members of our "Family": Joseph M. Bassani, utility clerk; Leo Dugan, ballot clerk; Howard MeBec, assistant ballot clerk; Glen Cashner, messenger clerk.

#### Marietta, Ohio

Correspondent, G. R. STEEN

The employes at Marietta wish each and every member of the Baltimore and Ohio a Merry, Merry Christmas and a Happy New Year.

Yard Engine Fireman Richards is getting to be quite a hand at changing tires. Hard luck, Harry! We'll stop and help you next time.

Conductor O. A. Best is back on the Marietta Night run. Luck to you, Ora!



### Zanesville, Ohio

Announcement has been made of the wedding of Miss Elizabeth Ludy, secretary to the superintendent of shops, Zanesville, to Mr. Burton Rapp, Zanesville Publishing Company.

The announcement to Miss Ludy's friends took the form of a dinner, given by Miss Ludy's mother, Mrs. M. E. Ludy, of Ridge Avenue.

### Akron Division

Correspondent, J. A. JACKSON  
TO ALL EMPLOYEES, AKRON  
DIVISION:

The year of 1922 has in many ways been one of the most trying that we have had to contend with for many years. Our revenues were seriously affected by the coal miners' strike and followed by the shop crafts strike, and at the close of that, business immediately resumed in great volume, and today we are handling a tremendous business, and without a feeling of egotism, I believe it is done in a reasonably decent and orderly manner.

To the seven thousand employes of the Akron Division I extend a hearty Christmas greeting, believing that the success of our division rests in your hands and knowing that you will give the best that is in you to make the next year a successful one in every respect.

Inasmuch as I will not be able personally to extend to you all the good wishes of Christmas, I take this method of thanking you for the excellent support that you have given the Baltimore and Ohio Railroad and myself during the year of 1922. Again I wish you a Merry Christmas and a Happy New Year.

(Signed) D. F. STEVENS  
Superintendent

### TO ALL EMPLOYEES, MOTIVE POWER DEPARTMENT:

As we stand on the threshold of a new year, it is with immeasurable pride and satisfaction that we can look back on our accomplishments during the year that is just passing into history.

After passing through a period of industrial unrest, our readjustment to normalcy has been accomplished with almost marvelous rapidity. We have recovered our lost confidence in each other, and successfully restored ourselves to our former position in the eyes of the Railroad World. This condition has been brought about only through your earnest and hearty co-operation and your willingness to rebuild.

For all of this I am doubly grateful, and especially happy to know that all elements of the Motive Power Department have contributed to the results. I trust that with your continued co-operation during the year 1923 we will be enabled to maintain the high standard of the Baltimore and Ohio and make it the greatest of them all.

At this holiday season, I take the opportunity of extending to you and yours my sincere wishes for a Merry Christmas and a Happy New Year, and trust that you each and all will be blessed with an abundance of our Divine Master's Gifts, so that we can join our voices with His holy Angels in singing "Glory be to God on High, and on Earth Peace to Men of Good Will."

J. A. Tschuor  
Master Mechanic

### A MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL:

Charles E. Gee, yard clerk at New Castle Junction and Miss Ruth E. Colnot were married on November 1 in the parsonage of the Third U. B. Church at New Castle, with the Rev. S. B. Copeland officiating.

Miss Pearl Colnot and John B. Clark served as attendants. Following the ceremony dinner was served at the home of the bride, and later the happy couple departed on an eastern honeymoon trip to Washington, Philadelphia and New York. Both the contracting parties have a host of friends among the Baltimore and Ohio employes, the bride having formerly been employed in the Division Accountant's Office at New Castle. Mr. and Mrs. Gee are now occupying their new home at 428 Epworth St.

We are glad to announce the complete recovery of Mrs. Tschuor, wife of Master Mechanic J. A. Tschuor, who underwent a serious operation in the New Castle Hospital in October.

On October 18 the marriage of Miss Clara Coon and Michael Walus was solemnized by the Rev. Leo Worth of Lorain, Ohio. Everybody knows that "Mike" is inspector of accounts with headquarters in Akron. After the wedding ceremony, the bridal party was entertained at a dinner served in the Villa Albers, later departing on a honeymoon trip to Cleveland, Washington, Philadelphia and New York, and are now at home to their many friends in a newly furnished home at 313 Madison Avenue, Akron.

Sam Mehard, clerk in Division Accountant's Office, has been transferred to the Freight Agent's Office at New Castle, to the position of abstract clerk. The penochle players in New Castle will be glad to have him back again.

The following clerks in the Division Accountant's Office enjoyed their annual vacations recently, and are back again at their desks for another year's hard work: Jack McCarthy, Perry Eilbeck, A. P. Zeitler, Luella Miller, Katherine McDowell, "Bob" Gymer, "Bill" Pitcher and "Tommy" Williams. The bunch covered almost every corner of the earth, and tell some interesting tales of their vacations.

Miss Margaret Smith, tonnage clerk, entertained a number of her friends at her home in Garrett, Ind. on October 14. Those present from the division offices were the Misses Mildred Roberts and Mary Beggs, Frank Hert, E. J. Merriman and F. S. Scroggins.

Sincere expressions of sympathy are extended to Yardmaster William Mort in the death of his mother, at New Castle on October 31.

Walter Rupert, operator at OA, New Castle Junction, died at his home on November 6, after an illness of only a few days' duration, due to blood poisoning. Mr. Rupert was one of the best known of the younger employes of our division, and his sudden taking away has cast a shadow of gloom among his many friends. His funeral was held from his late home in New Castle on November 8 and was largely attended. Our employes extend their sympathy to his bereaved family in the loss of a devoted son and husband.

Elmer Geise, formerly of the Division Accountant's Office, has resigned to accept employment with the New York Central in Cleveland. Good luck is the wish of his many old Baltimore and Ohio friends.

Miss Anna L. Beaumont, labor distributor in Division Accountant's Office, has resigned and is now at her home in Cleveland. Miss Beaumont was a general favorite among her associates, who regret her leaving their midst.

Miss Beatrice A. Foust has accepted employment as stenographer in the Division Claim Agent's Office at Youngstown, Ohio.

A. C. Harris, "Jay" Phelps and Miss Mildred Roberts, employes in the Division Office, were pleasing entertainers at the Buckeye Cycle Co. Radio Station recently, and rendered a program of vocal and musical numbers that was enjoyed by a large number of radio fans in various parts of the country.

"Jimmie" Geddis and "Tommie" Williams, formerly employed in the Superintendent's Office, have been promoted to positions in the Division Accountant's Office. They will make good on their new jobs!

New Castle Junction is one of the busiest places on the entire system at the present time. One will not wonder at the above statement when it is taken into consideration that on an average over 75 trains are dispatched daily from this important terminal. Coal in large quantities is being rushed to the Lake Ports before navigation closes, and this, in addition to the through trains which carry only high class commodities, convinces the observer that prosperity is with us again.

What is considered a record movement over any division on the system, was made on the Akron Division during the latter part of October and running into November, a few of the heaviest days business being recorded as follows:

On October 31, 6649 cars were moved. On November 12, with a total of 110 trains, 5012 loads and 2268 empties, or a total of 7208 cars were moved. On November 18 5032 loads and 2646 empties or a total of 7678 cars were moved, and this was accomplished with only 65 engines, an average of 176.7 miles per engine. This is an increase of 135% in loads and 60% in empties over last year's business, and is the largest movement ever recorded. This speaks volumes for the officers and employes of the Akron Division, and shows what can be accomplished with the proper co-operation of all concerned. Superintendent Stevens is to be congratulated in having a staff of officers, who by their co-operation and never ceasing zeal, have made this possible. Boys, if you did it today, you can do it to-morrow, so let's go! "PEP," "PEP," "PEP," is the slogan on the Akron Division. You've made a mark for the other divisions to shoot at.

The writer wishes to take this opportunity of expressing his appreciation to all those who have made it possible to compile the various news items for the Akron Division during the year which is drawing to a close, and solicits the same co-operation during the year 1923. To all I extend my best wishes for a Merry Christmas and a Happy New Year.

MAKE "SAFETY FIRST" YOUR  
SLOGAN FOR EVERY ONE OF THE  
365 DAYS OF THE YEAR 1923

### Chicago Terminal

Correspondent, T. H. WILLIAMS

#### Christmas Greetings

In many respects the past year has been a trying one for both employe and employer. We hope now to see a New Year of peace and good will, cooperation and mutual understanding—a permanency of the feeling that prevails at Christmas tide.

BEST WISHES TO EVERYONE: A  
MERRY CHRISTMAS AND A HAPPY  
NEW YEAR.

(Signed) F. K. MOSES  
Master Mechanic

I wish to extend to all members of this department on the Baltimore and Ohio





**ONE METHOD OF TRANSPORTATION**  
Theresa Schunk, secretary to master mechanic, and Clarice Howe, secretary to division engineer, Chicago Division, "vacating" in Pasadena, Cal.

Chicago Terminal Railroad, greetings of the season and appreciation of your loyal co-operation during the past year.

(Signed) G. P. PALMER

Engineer Maintenance and Construction

**Chicago Division.**

Correspondent, F. N. Shultz

**Merry Christmas!**

Miss Clarice Horn, secretary to division engineer, and Miss Theresa Schunk, secretary to division master mechanic, have just returned from a delightful vacation trip to the coast, having visited at Grand Canyon, Los Angeles, Long Beach, San Diego and Tiajuana, Mexico.

The photo indicates a diversion from their regular method of travel. Miss Horn is riding the pony at Pasadena.

**Ohio Division**

Correspondent, A. E. ERICH

TO THE EMPLOYES OF THE OHIO DIVISION:

At the approach of the holiday season and at the close of another year, I extend to every employe and officer of the Ohio Divi-

sion, the season's greetings and a heartfelt desire that they, one and all, may spend a Merry Christmas and a most happy and prosperous New Year.

(Signed) A. A. IAMS

Superintendent

Cupid has taken a special liking to the offices on the Ohio Division; he has been successful in piercing the hearts of a number with his ever ready darts. The latest (at this writing) is Miss Cornelia Gilsdorf, stenographer to the division accountant. She has "extended" her field of usefulness and has taken unto herself a husband, Mr. Earl I. Horwitz, of Clarksburg, W. Va. The ceremony took place on October 14. The many friends, who were co-workers with "Cornie," presented her with a set of silverware. The marriage is the culmination of a war time romance, the couple having met while Mr. Horwitz was stationed at Camp Sherman during the war. Our heartiest congratulations and best wishes are extended to them with the sincere hope that their future may be a bright and happy one.

J. J. Rose, former roundhouse foreman, Chillicothe, was transferred to a similar position at Washington, Ind., on October 1. While his fellow workers are sorry to see Mr. Rose leave, they all join in best wishes for his future success. As a token of their esteem, they presented him with a Knights Templar ring.

A young patrolman makes his initial bow to the railroad fraternity, from the home of Patrolman and Mrs. H. Williams. Long live the youngster!

John Nanna, chief clerk to general yardmaster, Chillicothe, has been promoted to the position of yardmaster, Lima, Ohio. We congratulate him and wish him success in his new field.

We are glad to announce that Engineer

**ATTENTION!**  
**RAILROAD MEN**

INCLUDING ALL

**BALTIMORE AND OHIO**  
**EMPLOYES**

DO YOU KNOW that we have the privilege of taking your orders for WATCHES, CHAINS AND CHARMS, on the payment plan?

Your Christmas Purchases can be taken care of in this manner.

**HENN & HAYNES**

BALTIMORE AND OHIO  
WATCH INSPECTORS

38 North Paint Street  
CHILLICOTHE, OHIO

John Litter and Conductor S. Thomas, who were injured recently when train No. 38 ran into open switch at Broad Street, Columbus, are both greatly improved. They will be back on the job shortly.

Brakeman E. R. Blazer is still smiling over an addition to his family. Congratulations!

Third trick, Bloom Junction, is on the map again. Operator Everett Ray was heard to say "It's the only job," after having worked all his life there. How old are you, Everett?

We are sorry to chronicle the serious illness of Conductor Frank Leever. We hope for his speedy recovery.



**ALONG THE OHIO DIVISION**

Upper left: Part of freight house and yards, Chillicothe. Upper right: An old time group, taken at an outing at Chester Park; "Bill" Graf, road foreman of engines (the cop); Trainmaster Dick Mallen (the prisoner), and the late Signal Supervisor E. J. Allee (the "plain clothes man"); Lower left: Rear platform and part of shops building, Chillicothe; Lower right: East end of Union Station, Chillicothe

Please mention our magazine when writing advertisers



Christmas Greetings from Chillicothe  
Advertisers to Our Employees!

**HOLIDAY GREETINGS**

—FROM—

**WIEDLER & HOUSER**

Foulke Blk. - Chillicothe, Ohio

**LEVY CLOTHING CO.**

70 N. Paint St.,  
Chillicothe, Ohio

"The Best Place to Shop after all"

Deposits \$1,965,000.00

**THE FIRST NATIONAL BANK**  
CHILLICOTHE, OHIO

Special Savings and  
Christmas Club Department  
3 per cent. paid on deposits, six month periods

**The Banner Restaurant**

E. Main St. - CHILLICOTHE, O.  
**THE RAILROAD MAN'S RESTAURANT**  
Good "Eats" our Specialty  
**OPEN DAY AND NIGHT**

**Ebenhack & Son**  
**FURNITURE**

Is a gift of lasting satisfaction  
and at a price to suit any purse.

**150 EAST MAIN STREET,  
CHILLICOTHE, O.**

Operator Marsh, Maderia, spent a few days on Committee work recently, being relieved by Operator Gillette, who later will re-open the office, third trick, Jackson, Ohio.

Engineer, C. W. ("Buck") was removed to Christ Hospital again recently for special treatment. All hope for a speedy and permanent recovery.

Elizabeth Bien is enjoying a vacation with her parents after being several months on the job as agent at Little Hocking. "Betty" became homesick and said it was the longest she had ever been away from home at one time.

Operator W. H. and Mr. and Mrs. W. E. Littlejohn and their children, Kenneth and Roka, are back on the jobs at "DA" and "Q" Towers, after a two months' tour through the northwest, California, Mexico, Texas and the South. They had a fine time, covering over 12,000 miles and seeing some wonderful country. They state they can all vouch for the Baltimore and Ohio as having the best equipped service of any road.

Brakeman "Ed." Tierney says he loves Loveland and that you'll have to hand it to Loveland for it's the only place on earth you can get a drink of pure—"water." All the other towns are dry. Even Westboro was voted dry and our road hauled them a few tanks of water to tide them through the dry spell.

*The Safety Agent "SEZ:"*

Run carefully where conditions require.  
Protect rear end of train as it should be protected.

Study and comply strictly with all rules and instructions.

In foggy weather and when view is obstructed, regulate speed of train accordingly to avoid accident.

Do not expose yourself to danger just because the other fellow does.

Better be careful a thousand times than crippled once.

Think of those dependent upon you before taking a chance, and you won't take it.

It is with regret that we heard of the misfortune of Operator Charles C. Potts. Mr. Potts' residence was afire, and while attempting to extinguish the flames, he fell from the roof, breaking his right arm. Later blood poisoning developed, making it necessary to amputate this arm.

**St. Louis Division**

Correspondent, H. B. SMITH

A Merry Xmas, with Peace, Health and Happiness to you and your families is my Christmas wish to all employes of the St. Louis Division. May the good will which pervades the holiday season continue throughout the coming year and dominate the relationship among employes and between employes and Management. The year just drawing to a close has been an eventful one with us all. It has had its brightness and its gloom, but with the dawn of a new year and with prospects brighter than ever before let us enter into our undertakings with a new zeal and a spirit of close co-operation which can only mean for us greater success. Again, A Merry Christmas!

(Signed) C. G. STEVENS  
Superintendent

The other day I saw a passenger conductor assisting an old and feeble man through a crowded platform to the waiting room of the station. This is not only befitting of the service and courtesy we give but of the consideration that is due old age.

Harry Hoopengartner from "KI" was a visitor in Flora on October 1. We thought that he had about quit us but says he hasn't. Understand that he has bid on third trick at Mitchell. Are you going to take her to the farm, "Hoop?"

I wonder if the operators along the St. Louis Division know that we have a few items each month in the MAGAZINE. Come on, boys, Kemper can't be all over the line at once, and they say there is nobody knows news like an "op."

Operator Grunz, extra at "KI," was off a couple of days sick. Better watch out, A. C., you are not used to it.

Chief Clerk Conley has been off for some time because of illness and at this writing is

not improving. T. J. Mac is occupying the swivel chair during his absence.

We are pleased to learn that Engineer Maintenance of Way Jordan is recovering nicely from an operation for appendicitis, which was performed on October 14 and that he expects to be back in full harness by December.

Supervisor T. Rowland is spending part of his vacation visiting old haunts and acquaintances at Mitchell, "Tin Town" and Bedford. Supervisor Wyatt at Flora is "vacationing" with his son, Trainmaster Wyatt at Newark.

From Master Mechanic Herlihy to every employe on the St. Louis Division is extended a hearty wish for a Merry Christmas and a Happy and Prosperous New Year!

Robert N. Kuhn has been transferred to Washington Shops as assistant erecting shop foreman. Welcome home, "Bob."

J. J. Rose, Tin and Pipe Shop foreman, has returned to his old love, Washington Shops. Glad to have you, "Jap."

Miss Lucile Klingensmith, A. R. A. clerk, Car Department, delightfully entertained the ladies from the various offices at Washington Shops with a Hallowe'en party at her home on October 26. Decorations, amusements, eats and costumes were in keeping with the spirit of the season. Blanche Wise as a fortune teller told some real truths to an "old witch" who afterwards proved to be Stella Allen from the Road Foreman's Office, and to a "Beautiful Doll," better known as Bertha Feagans. Miss Nettie Feagans from the Superintendent's Office is deserving of special mention as "Little Lord Fauntleroy." Then there was a little ole woman, a couple of clowns, a real gipsy, some ghosts, a number of pretty dolls and last but not least Josephine Fettig as a hobo.

Mr. A. C. Drynan, District Manager, Railway Department, International Correspondence Schools, paid us a visit this week. Mr. Drynan is successful in getting apprentices at Washington Shops to enroll for the various I. C. S. courses.

R. C. Davis yardmaster at Washington Shops, is soon to be transferred to Parkersburg, W. Va. as terminal yardmaster. Best wishes, "Roy." Don't forget us!

The way Martin Murphy, district boiler inspector, brags about the mileage he gets out of his oil, gasoline and tires, leads me to think he is on the payroll of the oil and rubber manufacturers.

**Heard in the Office**

Doubting Frank Teed: I have been told that I have a leaking heart and that I should put myself in the hands of a physician for treatment. However I have absolutely no confidence in doctors. What shall I do? N. R. Martin: Try a plumber.

The Talking Contest still grows. The M. of W.'s now desire to enter Messrs. Shouse and Morrison.

Miss Edna Humes, M. of W. Office, is spending a few days sight seeing in Chicago and Detroit. She was accompanied on this trip by the Misses N. and B. Feagans.

The other day when "Happy" Newhouse, assistant division engineer, came to work, he was loaded down with boxes of candy. It wasn't Christmas or anybody's birthday, not even National Candy Day, but inquiry developed that little Caroline Newhouse had appropriated October 6 as her birthday.



From the D. A.'s Office

Says Woody to Leonard Kellams: Say watcha' doin'?

L. K.: Posting time—want to learn?

Woody: Sure, let's see.

L. K.: First you take your time slip and make the name on it compare with the name in the book, then post the number of hours he works opposite the name in the book. For instances here's John Smith worked eight hours. Put that down; next comes George Washington, eight hours.

Woody: Gee whiz, are you that far behind?

"Sam" Newby went to the American Legion Convention in New Orleans. He saw all the sights, lost a jersey silk shirt and returned with the cutest little dry cough you ever heard. Denver for you, "Sam."

**Toledo Division**

Correspondent, EDWARD M. MANNIX

East Dayton, Ohio

**GREETINGS!**

At this glad season I embrace the opportunity of expressing to the employes of the Toledo Division my full appreciation of their efforts during the past year.

I am grateful to know that they will double their efforts during the coming year of 1923, and I desire to extend to all my most sincere wishes for a Merry Christmas and a Happy and Prosperous New Year.

(Signed) A. E. McMILLAN

Master Mechanic, Toledo Division

On October 8, East Dayton had the honor of a visit from President Daniel Willard and his staff on their tour of inspection. Had not their visit occurred on a Sunday morning, I am sure we would have shown them that East Dayton is certainly on the map.

Thomas Zinkan, who has been with us a short time as assistant to our master mechanic, A. E. McMillan, has been transferred to Willard, Ohio. While we did not have much of an opportunity to see him, he leaves behind an impression of confidence, and carries with him our best wishes for his success.

Quite a good one is told on Frank G. Sehart, our roundhouse foreman. He recently took a trip to Latonia Race Track to spend a day with the speed artists. Some fellow handed Frank a "hot one" to "win and show," which he did. The start was not successful at the barrier, the horses running in all directions. Someone shouted to Frank—"There goes your horse around the other way!" Frank smiled and said, "That's all right, I played him both ways."

Pretty hard to get a line on our friend Robert O'Neil, but things along the repair track show up nicely under his watchful eye. "Bob," like all of our officials, is extending his glad wishes for the Yule-tide and wishing to all a Merry Christmas and a Happy New Year.

General Foreman W. A. Gilmore joins our master mechanic in his glad proclamation for every blessing the season affords. This is reciprocated by the employes, who assure him of their good-will, their confidence and co-operation in all matters during the coming year.

The writer also desires to extend his thanks to all employes, especially to the correspondents, for their co-operation. To my superior officers and my buddies of the shops I wish all the good things the season means, and I hope that sunshine and happiness may be theirs for years to come.

*"Happy Holidays" from Washington, Ind.,  
Business Friends to Our Employes!*

**RAILROAD MEN, GREETING!**

It is because of our sincere regard for your friendship that we desire to express our appreciation of your loyalty, and wish you and yours all the blessings of a Merry Christmas and Happy New Year.

**FRANK M. TRAINOR**

THE BARBER

Washington - - Indiana

**THE CABEL & KAUFFMAN  
MERCANTILE CO.**

Washington - - Indiana

Honest values and efficient service  
to this community for  
Seventy Years

**Get it at Cabel's**

1852

1922

May Your Christmas be Merry and the New  
Year Better and More Prosperous  
than ever before.

**HUGH L. COX & COMPANY**

**Value First Clothes for Men and Boys**

WASHINGTON, INDIANA

"A Good Store in a Good Town"

To the Baltimore and Ohio Company Em-  
ployes, and especially to our Main patrons,  
we wish to extend the Season's Greet-  
ings and express our wishes for  
continued prosperity.

**Exide Battery & Tire Service Station**

J. L. Hayes, Mgr.

WASHINGTON - - INDIANA

**CHRISTMAS GREETINGS!**

**Henry Stumpp Meat Market**

We appreciate your patronage

14 E. Main St., - Washington, Indiana

**Division Accounting Office**

Correspondent, GERTIE MAY MCBRIDE

While gliding down your life stream,

In your birch canoe—

Paddle, paddle, for yourself,

No one else will do.

To you who have labored with me during  
the past year,

Who have conscientiously applied your-  
selves to the tasks before you,

To you who have allowed yourselves to  
think business for the past year,

Who are about to start another year of  
hard work and labor,

**CHRISTMAS GREETINGS!**

**J. C. DOSCH TAXI SERVICE**

Phone 1100

Storage and Repairing

212 E. South St., - Washington, Indiana

**A GREETING**

—FROM—

**WASHINGTON'S LEADING STORE**

to the entire family of the  
**BALTIMORE AND OHIO R. R.**

OUR MOTTO:

"Honest Goods-Honest Values-Honest Prices  
Fair to you and to us."

"SERVICE FIRST"

**ESKRIDGE ALLEN CO.**

ON MAIN AT THIRD

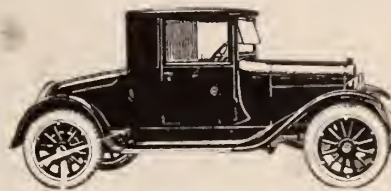
A Christmas Wish of Health, Love  
and Prosperity to the Baltimore  
and Ohio R. R. Employes

**JEPSON JEWELRY CO.**

R. R. Watch Inspectors

WASHINGTON - INDIANA

Dependable-Sturdy-Economical to operate



DODGE BROS. BUSINESS COUPE  
\$1065.00 DELIVERED

**L. H. KEITH**

304 E. South St.

Phone 121

WASHINGTON, INDIANA

**A MERRY CHRISTMAS TO ALL**

**BOURGHOLTZER PICTURE SHOP**

Washington, Indiana

Who have shut out all else but success in  
your various capacities—

I wish you all a Merry Christmas and a  
Happy and Prosperous New Year!

(Signed) G. B. SPENCER

**EMPLOYES OF THE DAYTON  
FREIGHT STATION:**

I wish to express my appreciation of your  
loyal and faithful service during the past  
year and to extend best wishes for a  
Merry Christmas and a Happy and Pros-  
perous New Year.

(Signed) L. F. HOCKETT



*A Merry Christmas from Dayton and East Dayton Merchants!*

**MORRIS WETZEL**

Dealer in FRESH and SMOKED

**MEATS**

1933 East Third St., DAYTON, OHIO

I built my reputation on Quality

A Merry Christmas & A Happy New Year to all

**KIRKWOOD BATTERY SERVICE**

**My Own \$16.00 Battery**

GUARANTEED TWO YEARS

Expert Charging and Repairing of All Makes of Batteries

2016 E. Third Street - Dayton, Ohio  
I thank the Baltimore and Ohio people for their patronage. A MERRY CHRISTMAS TO ALL.  
I Ship Any Place

**M. CUMMINGS**

**GROCERIES AND MEATS**

98 Springfield St., DAYTON, OHIO

Our Motto "A square deal to all."

We wish you a Merry Christmas and a Happy New Year

**MERRY CHRISTMAS TO ALL**

**East Dayton Shoe Store**

1911 E. THIRD ST.

(HOME OF EDUCATORS)

**That Dependable Grocery**

—THE—

**WAGNER Grocery**

Staple and Fancy Groceries

Third and Springfield Streets  
DAYTON, OHIO

We thank all, and wish them

A Merry Christmas and A Happy New Year

Heard something in the air today that sounded like "Ramblers." Is it possible that we may see some extraordinary games? Anybody want a game? Harker or Stoecklein will be glad to book one for you.

Miss Mary Blandford has arranged for a leave of absence on account of her health. Let us hope that after a good rest and a change of climate, Mary will be with us again and that her health may be much improved.

Heard in the Division Accounting Office: "Who'd want a cop for a husband?"  
Answer: "Who'd want a D. & U. time-keeper?"

Miss Luella Clayton, our prima donna, will soon leave on a tour with the Westminster choir. Needless to say we are all proud of our little songbird.

Have you seen the shadow? No? Well take a glance at the M. of W. timekeeping desk and you will see it by closely observing one "Joe" Kjenhoefer. Methinks "Joe" will have to use the old fashioned method of making a mustache grow—by putting butter on his lip.

Somebody went to sleep in the office the other day—it was a visitor, of course. (It was not anybody in the Accounting Department because nobody has time to go to sleep here.) And he snored so loud that it caused a commotion in the back of the room. It took the smiles and laughter of those about him to wake him up to find that he had suddenly become popular. Everybody was looking at him.

Latest news from the Chief Dispatcher's Office is that Bushwaw is eating soup.

**Dayton, Ohio**

Agent's Office

Now that the hot, sweltering days of summer have gone, we are looking for inside amusements. Everybody likes shows. We hope "Bill" Rusche will come to Dayton again with his famous minstrels. Come across, "Bill," and show the Baltimore and Ohio folks that you have appreciated their audiences in the past.

There's one long, lonesome looking jay, who every payday comes this way,

He's spick and span, from top to toe, though you can't guess, his name's not Joe.

You wonder why he dresses so, as on these payday trips he'd go.

It's all because of one fair dame—I haven't yet found out her name—

We think the Captain of Police could solve the mystery with ease.

Miss Erma Miller has taken the position as comptometer operator, Agent's Office. We welcome her to our family.

Lee Wentz has been appointed as assistant car distributor, Superintendent's Office.

(Note: The editor regrets that through error the following items are not set in divisional order.)

**Baltimore Division**

Correspondent, W. H. TARR

During the month of October, the Baltimore Division handled the race track fans to and from the races at Laurel, Md. Some 115,000 persons were carried one way, or 230,000 persons both ways. This movement was handled without injury to a single person. The division takes great pride in handling such movements. As previously mentioned, the division also handled the movement of the Holy Name Society to Washington, D. C., on October 8. This makes two big movements we have handled in the same month. However, this division won its spurs during the War and now takes such movements as a daily occurrence.

T. E. Stacy, secretary of the Y. M. C. A. at Riverside, was given a surprise party at his home, 428 East Randall Street, by the Ladies' Auxiliary. Some 30 persons were present for the music, fun and fine spread.

The standing of our bowling teams is as follows:

	WON	LOST
No. 1 "Sparrows".....	7	4
No. 2 "Orioles".....	6	6
No. 4 "Woodpeckers".....	5	6
No. 3 "Buzzards".....	5	7

They expect to announce some high scores in these columns. At the end of the season they are going to challenge any and all teams on the Baltimore and Ohio System.

The Misses Anna Schnupp and Mildred Blackburn, clerks at Pier 22, Philadelphia, have returned from an enjoyable trip to Oregon.

Signs of better times are with us. The furloughed roadmen are being called back to the service. We hope it continues.

On November 4 the clerks at Philadelphia gathered together for an evening of fun. The assembly room in the passenger station at 24th and Chestnut Streets was obtained for the occasion. A piano was donated and the floor was fixed up in fine shape for dancing. Former members of Keith's Circuit were present. Mr. "Joe" Reilly, female impersonator, won high applause. Miss Margeret Grammes, Baltimore, won first prize as "Follies Girl." Miss McDevitt, of Philadelphia, won second prize as "Sis Hopkins." There were a number of other contests for prizes. Supper was served and the Baltimore crowd returned during the wee small hours of the morning. Credit for the entertainment lies with Miss Abels, clerk, Philadelphia. Among the officers present was Division Engineer C. B. Haverson.

Sympathy of the entire office force is extended to Clerk and Mrs. L. M. Higgs, who lost their baby boy on October 17, after a trying illness. Floral decoration was sent by the office force.

**Printing Department**

Correspondents H. R. FOGLE and HARRY TOFT

To All Employes of the Printing Department

Greetings and best wishes, and may the coming year bring with it the best of everything to you all. I wish to thank you for your hearty cooperation during the past year, and may I ask for continuation of it for the coming year, to the end that we may all feel, at the close of 1923, that it has been a year of improvement for all in every way. With best wishes for a Merry Christmas and a Happy New Year.

(Signed) GEO. R. LEILICH,

Manager

L. A. Markland is now holding down a keyboard in our monotype department. We hope he will have a long and pleasant stay with us.

Compositor Shackelford was forced to lay off for several days as the result of an attack of lumbago.

Mrs. Mary MacNeir, our fair keyboard operator, has been in a local hospital for some time, undergoing operations on her nose and throat. Our best wishes for a quick recovery.

Our bowling team had just emerged from a slump and the boys now have their eyes on the center pin. H. Toft, our captain, was honored by being elected to the vice-presidency of the league, at a business meeting held recently. To those who are thinking of coming out and rooting for us—please remember that games are now rolled on Thursday evening instead of Tuesday as heretofore. In our next issue we will publish the standing of the teams in the league, together with our individual team averages.

Keyboard Operator Sherman spent several days at Cambridge, Md., hunting. We don't know what it was he was hunting, but we have our suspicions.

On October 25, Keyboard Operator W. C. Meredith was married to Miss Emma Beyers of this city. The boys were a bit surprised and extend hearty congratulations.



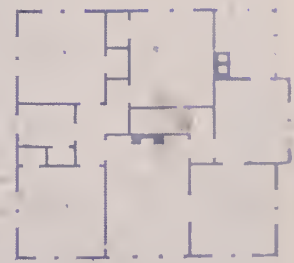
Have You Gotten Your Free Booklet Showing Floor Plans of 50 Homes; or That Set of Complete Plans and Blueprints for Your Own Home at \$2.50? See Below



Plan No. P-182



PLAN No. H-74



PLAN No. D-185

You Can Get a Complete Set of Blue Prints and Plans for Any One of These Houses for \$2.50. Order by Plan Number from the Editor, Mt. Royal Station, Baltimore, Md. This offer is made through the courtesy of the American Wholesale Lumber Association.

A handsome booklet issued by the Southern Pine Association, and containing the pictures and floor plans of fifty modern houses, may be had without charge from the Editor of the Magazine on request. We have already distributed over 450 copies of this booklet. Complete working blue prints and specifications for any one of the houses in the booklet may also be had for \$2.50



# Do You Want \$200 a Week?

The Amazing Story of Carl Rowe who rose from an  
Income of \$50.00 a Week to \$1,000 a Month

## These Men Are Making Big Money

Here are just three of the Comer Representatives who are making large profits and making them easily. They find that they can take an hour or so of spare time any day and make plenty of extra money. Or they can devote all their time to Comer work and make large and steady income. Read their records and hear what they have to say regarding the Comer Way of making big money.



Carl P. King, of Kentucky, a machinist, says: "Since I received my outfit the time I've spent calling on customers has paid me \$3.00 an hour profit."



F. E. Wright, South Carolina, railroad man, finds the Comer Agency a great profit maker, \$256.56 for one month's leisure hours' effort.



J. J. Maher, of Maine, finds the Comer Business a sure way to steady and large profits. He averages \$250 to \$350 a month and frequently goes over the \$500 mark.

+++

You can make profits like these just as easily as King, Wright and Maher. You don't need experience or previous training to start. The Comer Way shows you how to make big money from the first day, and how to keep right on making it.

My name is Rowe—Carl Rowe. I live in a small city in New York State.

I am going to tell you an amazing story about myself. It may seem too strange to believe, but you can easily verify everything I have to say.

Two years ago I was a baker. I was struggling along, trying to make the money in my pay envelope meet the increasing expenses of our family. There was no prospect for the future.

Today, just two years later, I am a successful business man. I have plenty of money for all the things we need and want. Last month I made \$876 during my spare time, and was able to put \$200 a week in my savings account.

I am going to tell you how it happened.

Please remember that two years ago I had no surplus cash. I was in the same fix as nine out of ten other men. Expenses were constantly mounting and my salary, although it had increased, could not keep pace with the cost of living. My wife had to do without things that I knew she ought to have. We wanted an automobile, but we couldn't afford it. We wanted to buy our home, but we couldn't afford that.

It made me desperate to think of what might happen if I became sick or lost my job. I worried about it, and so did my wife. We were living from hand to mouth, and we didn't know what calamity and hardships might be lurking just around the corner.

And yet—today—I own our nine-room house. I have an automobile. I have money for books, the theatre, or any other pleasures that I may want. I have the cash today to educate my son and send him through college.

Here is how it happened. One day in glancing through a magazine I read an advertisement. The advertisement said that any man could make from a hundred to three hundred dollars a month during his spare time.

I didn't believe it. I knew that I had worked hard eight hours a day for \$50.00 a week, and I figured that no man could make that much during a couple of hours a day spare time.

But as I read that ad I found that it pointed to men who had made that much and more. In the last paragraph the advertiser offered to send a book without cost. I still doubted. But I thought it was worth a two-cent stamp, so I tore out the coupon and put it in my pocket and next day on my way home from work I mailed it.

When I look back to that day and realize how close I came to passing up that ad, it sends cold chills down my spine. If the book had cost me a thousand dollars instead of a two-cent stamp, it would still have been cheap. All that I have today—an automobile, my home, an established business, a contented family—

all these are due to the things I learned by reading that little eight-page booklet.

There is no secret to my success, I have succeeded beyond any dream I may have had three years ago, and I consider myself an average man. I believe that I would be criminally selfish if I did not tell other people how I made my success.

All the work I have done has been pleasant and easy, and withal, amazingly simple. I am the representative in this territory for a raincoat manufacturer. The booklet that I read was one issued by that company. It tells any man or woman just what it told me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.

The Comer Manufacturing Company are one of the largest manufacturers of high-grade raincoats on the market; but they do not sell through stores. They sell their coats through local representatives. The local representative does not have to buy a stock. All he does is to take orders for Comer raincoats and he gets his profit the same day the order is taken. Fully half my customers come to my house to give me their orders.

My business is growing bigger every month. I don't know how great it will grow, but there are very few business men in this city whose net profit is greater than mine, and I can see only unlimited opportunity in the future.

\*\*\*\*\*

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to this same proposition in your territory, write The Comer Manufacturing Company at Dayton, Ohio. Simply sign the attached coupon and they will send you the eight-page booklet referred to by Mr. Rowe and full details of their remarkable proposition.

## Cut Out and Mail

The Comer Mfg. Co., Dept. X-64, Dayton, Ohio.

Gentlemen: Please send me, without obligation on my part copy of your booklet and full details of your proposition.

Name .....

Address .....

Please mention our magazine when writing advertisers



# Baltimore and Ohio Magazine

January 1923

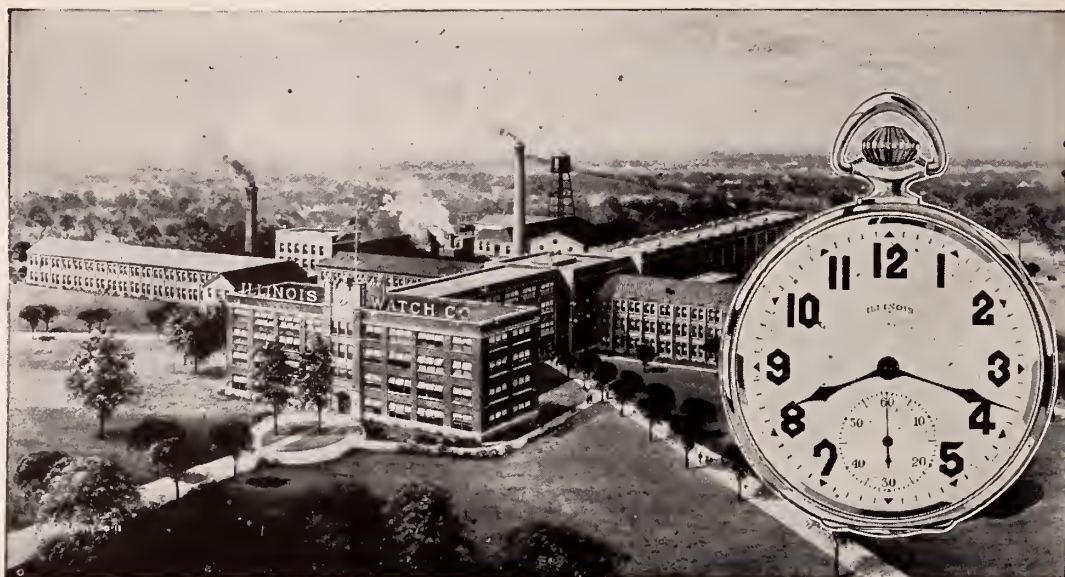


(Picture by courtesy of Scientific American)

Linking New York City with the Mainland by the Hudson River Bridge



# THE FACTORY BEHIND THE WATCH



Plant of the Illinois Watch Company, Springfield, Illinois, also showing America's highest grade railroad watch, the "SANGAMO SPECIAL."

This Factory is Devoted Exclusively to the  
Manufacture of High-Grade Watches

Established in 1870

For more than 50 years, high-grade watches have been produced in this factory. The reputation established in these years for high-quality products, is in itself a guarantee.

Every Illinois-Springfield Watch is fully guaranteed to be perfect in construction and to be a satisfactory timekeeper.

ILLINOIS WATCH COMPANY  
SPRINGFIELD, ILLINOIS.





# \$ 215<sup>00</sup> In One Day

## New Invention sweeping country like wildfire

NO wonder this amazing new invention is bringing fortunes to agents. All over the whole country this new device is doing away with old-fashioned methods of heating with coal stoves, ranges and furnaces. Already over \$1,000,000 worth have been sold.

These men know the secret of big money. They know a good thing when they see it and and they know that the time is ripe for this new Oliver improved Oil-Gas Burner. They know that this age of high-priced coal and wood makes it necessary for some substitute. They see ships and locomotives being run by oil and big buildings being heated by it. And they know that an invention that makes use

of this cheap fuel for every home—and yet does it so as to give more heat than coal or wood—is the thing they want to tie up to.

**OLIVER Salesmen Making Big Money**

### SAYS F. W. Bentley of Philadelphia

"Ye Gods—some seller! I made \$215 today!"

**Buys Car with Profits**

"Have earned enough in one month to buy me a new auto." S. W. Knappen, Cal.

**\$7 Profit per Hour**

"I started out and made \$21.50 in about 3 hours. The Oliver does the work. It certainly is the real thing."

L. Zucker, Ohio

**"Sells Like Beer in a Dry Town"**

"Am sending today for seven Oliver's. This is one day's orders (\$85 profit). Selling like beer in a dry town."

W. H. Brew, Mich.

**Mr. T's 28th Order in Six Months**

"Ship 52 Oliver's: 10 No. 30; 6 No. 1; 12 No. 2; 4 No. 4." (Mr T's profit on this order alone is \$711). G. T. Ottawa, Ont.

**Russel Earned \$3300 in Five Months**

"Have averaged \$660 profit a month for last 6 months."

A. M. Russel, Conn.

**Carnegey—\$1000 a Month**

"Am making \$1000 per month. I have made big money before but did not expect so much. Your Burner is just the thing."

J. Carnegey, S. D.

**Berger—\$258.50 per Week**

"Send following weekly hereafter: 10 No. 1; 8 No. 2; 4 No. 5."

R. Berger, Ont.

**\$11.75 in Ten Minutes**

"I took order for a neighbor. \$11.75 profit in ten minutes."

Mrs. N. B., Hattiesburg, Miss.

**\$43 in One Evening**

"I made \$43 last night selling Oliver Burners."

N. B. Chelan, Wash.

You can readily understand why this new invention—the Oliver Oil-Gas Burner—is sweeping over the country like wildfire. It does away with all the expense of coal—making every stove a modern oil-gas burner. Saves money, time and drudgery. Three times the heat of any other method. No wonder agents are riding in on the tide of big Oliver profits!

### It Sells Itself

Agents find it no work at all to sell this amazing invention—the Oliver new improved Oil-Gas Burner. They just show it—taking only one minute to connect it—then light it. And the sale is made! This new invention is its own salesman. It sells itself! The Oliver Oil-Gas Burner is the most timely thing that could be put out. It dispenses entirely with coal and wood when both are now high-priced. It burns the cheapest fuel—oil. It saves a woman work now in times when she is looking for just such things. Just as much or as little heat as wanted, off and on instantly by simply turning a valve

### The Secret of Big Money

Of course, now that you know the facts, you yourself can understand why this new invention is going over like wildfire! And you can understand why F. W. Bentley made \$215 in one day. Why J. Carnegey made \$1,000 in one month, and why hundreds of other agents are cleaning up big, too.

### Big Profits Quickly Made

You too can use this secret of big money. You do not need to be a high-powered salesman. The Oliver's amazing features sell it for you. When people see it they know at once that it is the thing they want. You will realize that this is a proposition that will pay you as big money as it does others. We have a definite number of open territories which we are ready to dispose of to those who act quickly. Every territory allotted is filled with big money opportunities. And this big money comes easily. Because not only does this invention practically sell itself on sight but when you have sold one this one will sell several others as soon as your customer's friends and neighbors see it. And through our special plan you get credit and commissions for every sale in your territory.

You can also make big money just by using your spare time. Note how N. B. Chelan made \$43 in one evening.

### Coupon Brings Full Offer

If you want to make at least \$5,000 a year easily, mail this coupon now for our offer. We are not making any extravagant claims about this. We do not have to. We believe that your common sense will indicate a good proposition to you when you know about it. We want to give you the facts. Won't you write us? And by doing so quickly you will be allotted an exclusive territory with private selling rights.

The coupon will bring you the facts and will save you writing a letter. But mail the coupon at once.

**Oliver Oil-Gas Burner & Machine Co.**  
2099-M, Oliver Bldg., St. Louis, Mo.  
Please send me full facts about how I can make at least \$5,000 a year representing you in my territory. Also your plan if I just wish to make big money in my spare time.  
Name \_\_\_\_\_  
Address \_\_\_\_\_

**Oliver Oil-Gas Burner & Machine Co.**  
2099-M, Oliver Building, St. Louis, Mo.





# Baltimore and Ohio Magazine



Volume 10

Baltimore, January, 1923

Number 9

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



**Try a Smile**

*Selin*

Don't start the day with a growl,  
Try a smile  
And see how much better you'll be  
For a while:  
And when you are better just smile  
All the day  
It will lighten the load and bring  
You back pay.

**Boys Will Be Boys—A Guilty Conscience**

Tommy had been playing truant from school, and had spent a long, beautiful day fishing. On his way back he met one of his young cronies, who accosted him with the usual question, "Catch anything?"

Tommy, in all the consciousness of guilt, quickly responded:

"Ain't been home yet."

—Exchange

**Impossible**

"John, John," whispered Mrs. Congressman Blow Hard, "Wake up! I'm sure there are robbers in the house."

"Robbers in the house?" he muttered sleepily, "Absolutely preposterous? There may be robbers in the Senate, Mary, but not in the House. Absurd!"

—American Legion Weekly

**On Approval**

The steward insisted that the sea-sick passenger try to eat a little.

"I will bring you some dinner," he said.

"Very well," said the passenger wanly, as he gazed across the bounding deep,

"I guess you can bring me some on approval."

"On approval, sir, I don't understand."

"On approval," groaned the other weakly, "you see I may not want to keep it."

—Boston Transcript

**Home with "Honey"**

She left her hubby alone in their room at the hotel while she did some shopping. She returned. The many doors and numbers confused her. But she soon decided which was her room. She knocked and called: "I'm back, honey—let me in!" No answer. "Honey, honey—let me in!" she called again, knocking harder. "Honey, it's me—please, honey!" Brief silence, then a man's voice, cold and full of dignity, came from the other side of the door: "Madam, this is not a beehive; it's a bathroom."—Forbes Magazine

**Number 6**

Attracted by the lure of a get-rich-quick concern, a farmer put some money into the enterprise. For a while he received dividends. When they ceased he wrote a sharp note, asking the reason for stopping the disbursement.

The reply was a literary gem. Three paragraphs apologized for the cutting off of the dividend payments, adding that on account of the industrial depression and the fact that thousands of women and children in Europe were starving, it was necessary to conserve cash, etc.

"This is the greatest country in the world, bar none," the letter concluded. "Before long our industries will be working day and night. This will mean big earnings for the company and substantial profits for you."

"That's what I call a good letter," exclaimed the recipient. "In a measure I'm rather sorry I wrote them."

But accidents will happen. The envelope also contained the original inquiry enclosed by mistake, and on the reverse side was a faint pencil notation, probably a direction to some stenographer:

"Send this gink No. 6. That ought to hold him for a while."—Wall Street Journal

"What a way to bring up your boy," said one father to another. "Every day you give him a quarter. He'll grow up to be a loafer and a spendthrift."

"He'll do nothing of the kind," said the other. "He always puts his quarter in the gas meter—he thinks it's a bank."

—Walter Huber.

**No Evidence**

One afternoon a stranger debarked from a train at a hustling town in the West and headed up the street. Finally he met a man who looked like a native.

"Pardon me," said the stranger, "are you a resident of this town?"

"Yes, sir," was the ready rejoinder of the other. "I have been here something like fifty years. What can I do for you?"

"I am looking for a criminal lawyer," responded the stranger. "Have you one here?"

"Well," said the native, reflectively, "we think we have, but we can't prove it on him."

—North Shore Bulletin

# Emerson

Established 1849

ONE need never be doubtful as to the effect of music produced through the medium of his piano— if it be an Emerson.

The same rich sweetness that made the Emerson a favorite in the days of our grandparents is still the outstanding characteristic of "the sweet-toned Emerson" of today.

The Emerson is preeminently the piano for the home.

## Boschen, Smith Piano Co.

PARK AVE. AND FAYETTE ST.,

BALTIMORE - - - MD.



Please mention our magazine when writing advertisers



## Puzzled Passenger Asks: "Was Willard, Ohio, Named after the President of the Baltimore and Ohio—or after Jess Willard?"

*The following letter (the name of the writer and the place from which it was written being deleted) is self explanatory:*

My dear Mr. Willard:

January 13, 1923

Last night I came over on the Baltimore and Ohio sleeper from Detroit to Akron. During the night we were subjected to a very alarming bombardment from the engine. For many minutes it jerked, and pounded, and assailed our car, with a frequency that was difficult to explain. It seemed as if it would push the car out of its paint, and I looked this morning, to see if the lettering on the outside was awry.

Some of this occurred at Deshler, and much at Willard, Ohio. The porter said that the main drive occurred at Willard.

I was amused by the experience, rather than annoyed, because I am a light sleeper, and it afforded diversion. But a problem arose in my mind, which has puzzled me, hence my letter.

The problem is this. I know Baltimore and its hospitable citizens. I once spent a week as a guest of Dr. Henry Barton Jacobs, and was charmed by this glimpse of Baltimore. So I wondered whether Willard, Ohio; train-shocked Willard, sleeper-racked Willard, was really named from one of Baltimore's foremost citizens, whom I know to share Baltimore's most engaging tradition, or whether the engineers think it is named for Jess Willard, and act accordingly.

Yours, etc.

*There is just one class of employes on the Baltimore and Ohio who can answer this inquiry and they are the men to whom the following bulletin was issued:*

Baltimore, Md., May 10th, 1922.

To Engineers Handling Passenger Trains and Others Connected with that Service:

To maintain a high standard and to make its service more attractive to its patrons, the Baltimore and Ohio Railroad, in recent years, has spent large sums of money in the betterment of its track and for the purchase of passenger equipment and more powerful locomotives.

The full benefit will not be derived from these expenditures unless the individual locomotive engineer so handles his train as to make the passenger's trip agreeable and comfortable.

The successful engineer requires more than ability to start and stop trains and maintain speed. We believe Baltimore and Ohio engineers are the equal of any and are interested in promoting the success and reputation of our road and anxious for the very best results.

A passenger engineer is usually of long experience and mature judgment, and well qualified for the work assigned. His first duty is to see that his engine is in proper condition and fully prepared and equipped for the work. He should be ready to start on the exact schedule. Frequently the engineer is not looking for starting signal and time is thereby lost. He should be ready before signal is given.

Much depends upon the way a train is started and stopped. If provided with a locomotive of sufficient power, a train can ordinarily be started and stopped so easily that the passengers will feel no perceptible shock, and their knowledge that the train is under way or standing still will be gained by sight, rather than feeling. This is the perfect standard that every engineer should strive to attain, as it affords many opportunities to favorably impress our patrons.

The engineer who makes required time at minimum speed excels as a runner. To do this he must get his train quickly in motion after a stop, maintain required speed and reduce delays at stations to a minimum. The engineer should know the characteristics of the road over which he runs, and regulate speed to suit conditions. He should know how fast to run at uniform speed to make time required. The practice of running slow up hill and fast down grade is wrong, and causes criticism from passengers.

While it is desirable that uniform speed be maintained, there are times and places when speed may properly be reduced, as during and after storms, in foggy weather, around sharp curves and at obscure places. In all cases the engineer should give first and constant consideration to safety and comfort of passengers, and punctuality next.

While not so important as matters previously mentioned, two things can be done by engineers which will add both to the comfort of passengers and public and result in economy, namely, reduction of black smoke and blowing off of steam at pop valves. With reasonable effort it should be possible to prevent three-fourths of the black smoke ordinarily made by engines using bituminous coal. An engine should not be permitted to blow off steam at pop valves, particularly at stations. It is wasteful and annoying, and frequently frightens animals, causing accidents. It is possible entirely to prevent this waste of fuel and steam by proper handling and co-operation of engineer and fireman.

The impossible is not expected from men in charge of locomotives, and full consideration is given to the conditions under which they work, but unless the highest attainable standard is maintained, the things which the public and patrons of the railroads have a right to expect will not be accomplished.

It is desired that all having to do with the passenger service, carefully consider the points brought out in this circular and exert every effort towards improvement.

*O. Galloway*

Vice-President Operation and Maintenance.

*And we believe that our engineers, not only at Willard and Deshler, but at all other points on the Baltimore and Ohio, are going to answer this passenger's question right!*



# BALTIMORE AND OHIO MAGAZINE

*Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes*

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NUMBER 9

## The Hudson River Bridge

By Francis Lee Stuart, Consulting Engineer

Former Chief Engineer of the Baltimore and Ohio Railroad

*Note: We are extremely fortunate in being able to present to our readers the following article on the proposed Hudson River Bridge and its Terminals, written by Mr. Francis Lee Stuart, former chief engineer of the Baltimore and Ohio and now connected with the bridge project as consulting engineer.*

*Passenger travel in and out of New York is increasing enormously and the facilities for handling it will have to be greatly enlarged during the next few years. The Hudson River Bridge plan, therefore, should be of intense interest to Baltimore and Ohio employes, for it contemplates bringing into the metropolis at 57th Street, at an enormous union station, the railroads having their passenger terminals on the west bank of the Hudson. This includes our own road and connections and would mean that the people living along our lines would have as convenient and comfortable access to the heart of New York as that offered any other section of the country.—Ed.*

THE area of the Metropolitan District of New York is practically bisected by the Hudson River, and Manhattan Borough is an island lying on the east side of the Hudson River, bounded on the south and east by the East River and on the east and north by the Harlem River.

Because of the physical features of the island and its relation to the rest of the Metropolitan District, there have grown up many business methods directly connected with transportation which could be changed to the material advantage of the entire district.

Among such changes are better transportation facilities and connections with the New Jersey side of the district for the growing vehicular, rapid transit and through passenger and freight traffic of the Manhattan portion of New York City.

The present traffic crossing the East River is handled by four river bridges, by ferries and several rapid transit tunnels; the traffic crossing the Harlem River is carried by numerous swing bridges; the traffic crossing the Hudson River is handled by ferries and rapid transit tunnels, but as the Hudson is so wide and deep there have been no bridges built across it.

That there is need for better connection between Manhattan and the western half of the Metropolitan

District lying across the Hudson River is evidenced by the prodigious growth of Brooklyn and the Bronx, to which convenient interboro transportation facilities have been provided; and also by the fact that the States of New York and New Jersey have recently begun the joint construction of a vehicular tunnel between Jersey City and lower Manhattan.

Because of these and many other economic reasons which are acute and press for a closer connection between the two shores of the river, it now seems justifiable to consider a bridge across the Hudson, and Mr. Gustav Lindenthal, the eminent bridge engineer, has evolved a design for such a bridge, at 57th Street, which will allow so great an increase in the facilities which make for the growth of Manhattan, that the bridge is of interest to the entire country.

### The Bridge Structure

The bridge is of great magnitude. The river span is 3240 feet between centers of towers and the approach spans are each 1590 feet to face of anchorage.

The floorway of the bridge is 235 feet wide and is carried by two lines of suspension arches 160 feet apart horizontally. Each suspension arch consists of two chords 60 feet apart vertically with bracing between which provides stiffening under passing loads.

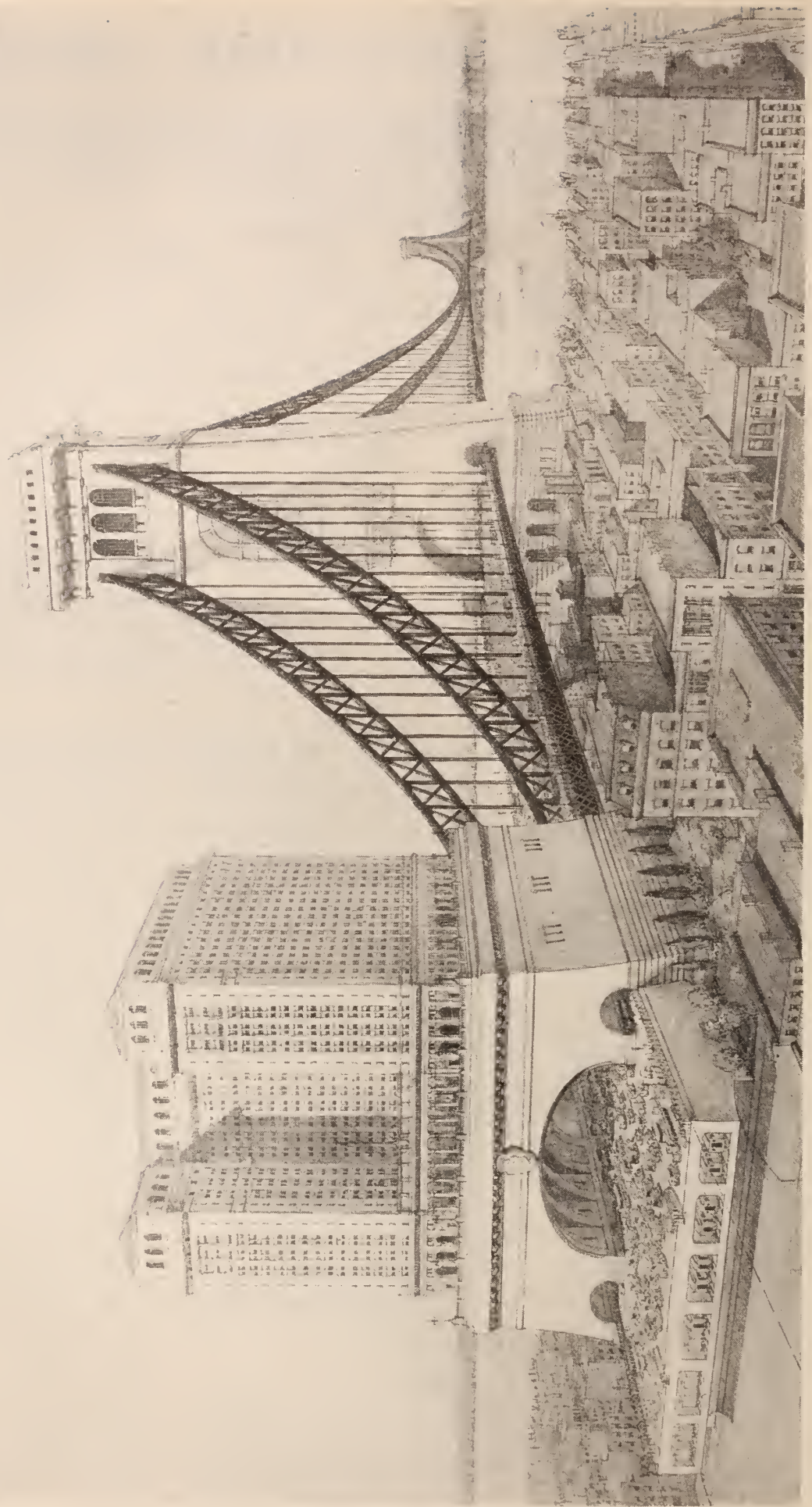
Instead of the wire cables with which we are familiar in the Brooklyn Bridge, chains of eye bars are used to form the chords. (An eye bar is a bar of steel which has an eye or hole at each end which fits around the circumference of a steel pin and is in tension.) Each chain consists of 20 to 30 eye bars 16 inches wide and 2 to 2½ inches thick, strung up side by side on pins, and each chord consists of three such chains fastened together at the pins so that there are twelve such chains in four chords forming the two suspension arches carrying the suspended floorways.

The eye bars are to be 60 to 70 feet long from centre to centre of pins and in order to cut down the weight of the bridge the tensile strength or pulling apart strain will be about twice that of ordinary steel but not higher than the best alloy steels of today.

The other prominent features are the towers. In order to give the most economical sag to the chains the towers have to be of great height and strength. Their bases are to be 200 feet by 400 feet and their over all height 800 feet above water level. They are to be founded on rock which is from 100 to 200 feet below the water.

The anchorages are in the rock on either shore and their function is to resist the pull of the chords. Masonry concrete blocks 400 feet





Proposed Hudson River Bridge

*Perspective taken from New York Side  
G. Lindenthal, Chief Engineer and Architect*

*From the Scientific American—Copyright 1881*



long by 355 feet wide and some 240 feet high, will be required to properly anchor the chords.

For economy and in order to reduce the area of the structure exposed to deterioration, each chord will be enclosed in an envelope of bronze, which will protect the painting from the elements and allow for proper inspection. Each tower will be built of steel encased in a shell of masonry for utility and as a protection from the weather.

There are many other details of the bridge which are interesting but these outstanding features give enough for us to see the beauty of the creative idea, and the simplicity of the conception, in spite of its great magnitude.

#### Bridge Capacity

So much for the bridge structure. Its capacity on the upper decks is four surface car lines, two 15 foot sidewalks, and width of roadway sufficient for 16 lines of vehicles; on the lower decks, facilities for 12 standard gauge railroad tracks.

The bridge is to be built by private capital, and primarily to take care of the vehicular traffic of Manhattan and it is estimated that such traffic alone will support the bridge proper. It will cater to such other business as seems fitting under its charter and will furnish revenues which will add to the profit of the undertaking or reduce the cost to all users.

Its upper deck will furnish facilities for vehicular traffic and other surface traffic. The lower deck, when and as desired, can furnish with economy facilities for three other great public needs.

1st—Tracks for rapid transit suburban trains from New Jersey.

2nd—Tracks for passenger trains, other than for commuters, to a union station in Manhattan.

3rd—Tracks for freight delivered direct to Manhattan.

Each or any one of these three facilities can be an independent unit built and maintained and operated as a separate unit as and when economically justified, or a combination of two or all three of the facilities can be worked together with the economies resulting from such a combination.

#### Surface Traffic

In taking care of vehicular and other traffic of the upper deck, the plan of approaches on either side of the bridge has been as carefully worked out as the busiest railroad junction. They provide that the tremendous traffic can be distributed into the street systems on either side without causing congestion. The combined area into which the bridge

pours its traffic is several times the width of the roadway on the bridge, with its 16 lines of traffic, and by the use of flying junctions it is so arranged that the combined vehicular and surface traffic is delivered into the stream of street traffic on the proper side of the street for traffic moving in the same direction, and all traffic entering the bridge can do so without crossing at grade opposing traffic on the streets or the opposing streams of traffic leaving the bridge.

#### Rapid Transit

The plans for suburban trains from New Jersey have not yet been definitely worked out to a conclusion on account of the constantly changing status of rapid transit service in Manhattan. Suburban service has not been considered profitable and has few financial friends but it is a necessity of the Metropolitan life and it is inconceivable that an opportunity for the use of such an efficient and comfortable entrance into Manhattan will not have proper distributing means available.

It has great possibilities of daily service to many people and our preliminary study is to collect a portion of the commuters from all New Jersey railroads and distribute them into Manhattan from an elevated structure along West Street reaching from 57th to Cortland Street and also into such existing subways as have capacity available.

#### Union Station

The proposed Union Station is of the through station type, in which for the same trackage the train capacity is several times larger than for a stub station type. The tracks are under the street level and pass around a loop through the Union Station near 9th Avenue back to the bridge.

It is expected to use the four tracks on the bridge to the station, normally, two in and two out or three in one direction and one in the other as desired. The normal two tracks inbound as they leave the bridge to the loop tracks expand to eight tracks, capable of holding 16 trains, and then spread to 32 tracks at the platform of the station. Outbound the 32 tracks, platform tracks, are narrowed at the throat to eight tracks capable of holding six trains before reaching the two normal outbound tracks on the bridge.

The station is designed to be modern and efficient and is planned with a very large capacity and is intended to serve all the railroads of New Jersey which may desire to give their passengers such service. Rapid Transit and commuter trains can give proper service to the Union

Station but are not taken into the station proper.

The station is located in close proximity to the bridge in order to cut to a minimum the cost per car or passenger using the station, and with this same end in view, it is also proposed to build above ground office buildings, hotels, etc., on the real estate acquired for the station and its approaches, so that the undertaking may benefit financially by the increase in rentals and in other business values in this section, due to the change in conditions brought about by the construction of the bridge and these particular facilities.

#### Freight Terminals

The freight terminal proposed in Manhattan consists of an elevated freight railroad located on blocks, lying on the east side of West Street from 46th Street to Cortland Street. These elevated running tracks are encased in an almost continuous building, extending from 42nd Street to Cortland Street, the building being 200 feet wide and five or more stories high and the cross town streets pass uninterruptedly through the building to the marginal way.

The main or running tracks for both inbound and outbound traffic, switching and platform tracks and carloading platforms are located on the first and second floor of building. The street floor is to be utilized for the delivery of freight to and from trucks. The floor above the track level is to be used as a main freight house floor for temporary storage of such freight as will not be transferred immediately from one carrier to another such as cars, trucks, etc. Above this there are to be two additional warehouse floors or lofts.

It is proposed that team track terminals occupy a number of entire blocks between 39th and 25th Streets.

The freight that is to be handled at the marginal terminals is L. C. L. freight and such carload freight as will not be handled at the team tracks.

The operation of the marginal and team track terminals is conceived on the principle of one way traffic around loops and avoidance of fouling of traffic by cross-over and back-up movements. For this purpose the terminal is divided into two sections, one north of 14th Street and the other south of 14th Street. All traffic for the portion north of 14th Street passes around a loop at 14th Street, without interference with traffic which passes through to the section south of 14th Street; and all traffic for the latter section passes around the loop at Cortlandt Street.

(Continued on page 32)



# The Coal Bill and the Yard Engine Hour

A Yard Engine worked one hour makes one Yard Engine Hour (Y. E. H.).

If a Yard engine burns three tons of coal during an eight hour trick, the fuel performance would be 750 pounds per Y. E. H.

If two scoops less per hour were used during an eight hour trick, the fuel consumption would be 5760 pounds or 720 pounds per Y. E. H.

An average fuel saving of this amount on the yard engine hours of a year like 1921, would result in the saving of 27,333 tons of coal, or \$88,832. This coal would fill 547 cars—A TRAIN OF COAL FIVE MILES LONG.

I have endeavored to show you by illustration just what fuel consumption Pounds per Passenger Car Mile (P.C.M.), Pounds Per 1000 Gross Ton Miles (G.T.M.), and Pounds Per Yard Engine Hour (Y.E.H.) means in money value to the Baltimore and Ohio, in economic advantage to the country at large by the diverting of this extra money spent for coal purchases, to labor and equipment purchases, and also what it means to you in extra work, for, make no mistake about it, **SOMEBODY'S BACK BENDS** and **SOMEBODY'S MUSCLES ARE FATIGUED** to PUT THOSE EXTRA TONS OF COAL IN THE FIREBOX.

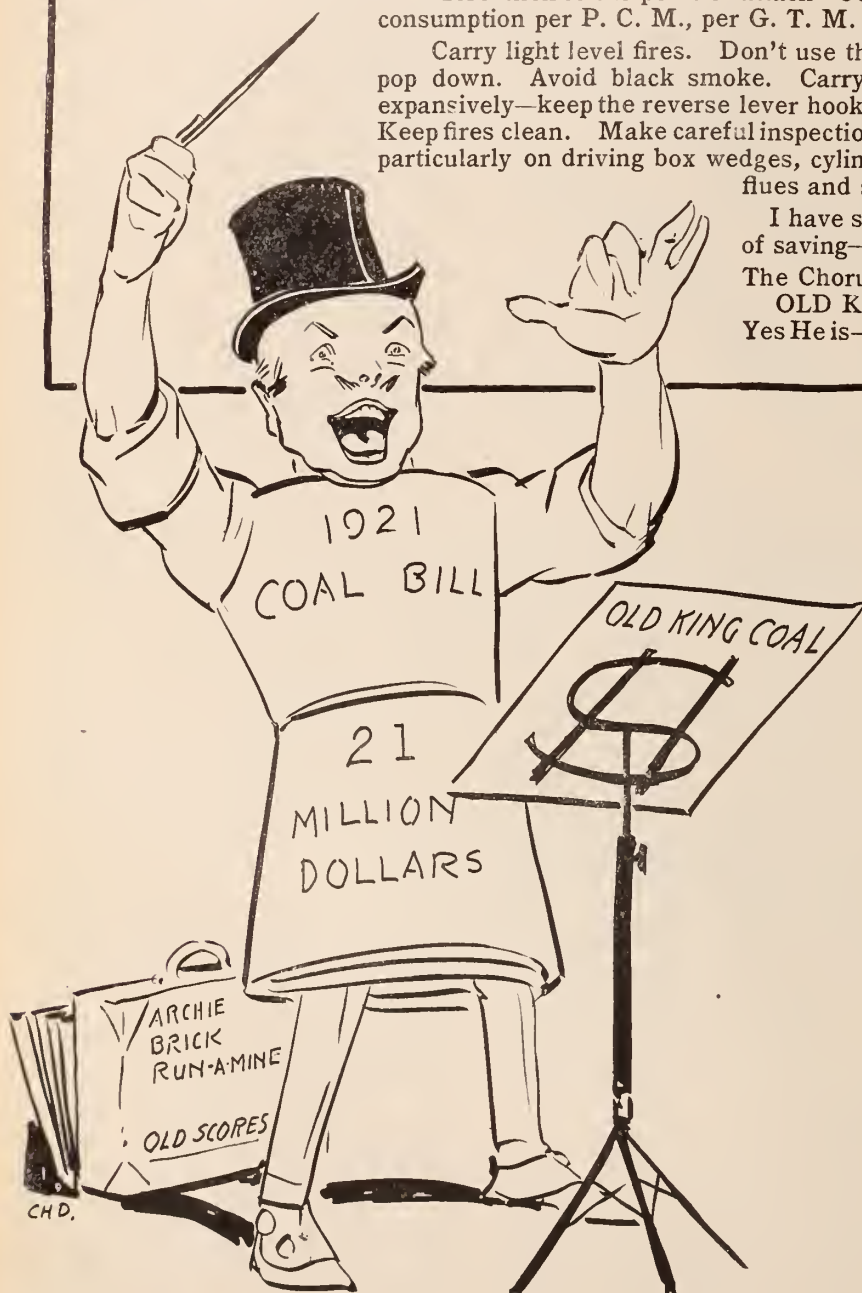
Here then is the point of attack—**CUT THE COAL BILL** by reducing the consumption per P. C. M., per G. T. M. and per Y. E. H.

Carry light level fires. Don't use the blower unless necessary. Keep the pop down. Avoid black smoke. Carry water at the proper level. Use steam expansively—keep the reverse lever hooked back to save coal. Avoid slipping. Keep fires clean. Make careful inspection and report of necessary repair work particularly on driving box wedges, cylinder packing, valves and valve motion, flues and smoke box conditions.

I have shown you what can be done in the way of saving—**GO TO IT.**

The Chorus—

**OLD KING COAL IS A GOOD OLD SOUL—**  
Yes He is—But don't choke him in the **FIREBOX.**



The New Leader of the Glee Club

## A Good Fish Story

RECENTLY on one of his sojourns through the wilds in the southwest part of Ohio, Trainmaster Fitzpatrick, who is an ardent angler, took Assistant Division Engineer Abbott fishing. Abbott, who knew nothing of the art, was set up with the necessary equipment and given a comfortable seat on the bank of the Lawshe. The experienced "Fitz" started fishing a few yards higher up the stream. Presently Abbott asked, "How much do these red things cost?" "I suppose you mean the floats," said the angler, "they only cost ten cents." "Well, I owe you ten cents," said Abbott, "for the one you gave me has sunk."—*Joseph Becl.*

R. L. Schill, Manager,  
Station Operation

ON December 1, 1922 R. L. SCHILL was appointed manager, Station Operation, with headquarters at Baltimore, Md., vice J. K. GRAHAM, relieved at his request, and who will be assigned to other duties.



# Stop That Leak! Stop That Leak! Stop That Leak!

## Encouraging Suggestions Received in "Stop That Leak" Drive

THE publication of this issue of the MAGAZINE has been purposely held up until we could make a somewhat definite statement on the results of the "Stop That Leak" drive begun in the December issue. Happily we can report good progress to date.

Over thirty suggestions have been received at this writing, January 4. Every one of them was constructive, well thought out and intelligently presented. Everyone of them has been seen by President Willard himself and is now in the hands of one of our officers for careful investigation, the results of which will be known in time for the publication of at least some of them in our February issue.

### Mechanical Department Leading

The suggestions have come from various parts of the System and the Mechanical Department outranks all other departments in the number of suggestions received and also in their constructive quality. But good suggestions have also come from train service employes, from agents, officers and clerks in various departments.

From the latter, as may be supposed, the suggestions deal principally with saving on stationery and this, although it may seem an unimportant item as compared with coal, for instance, is in principle at least just as important. For if we can establish the habit of thrift among all our people, the results of the "Stop That Leak" campaign will be well worth while.

### We Want Suggestions!

The number of replies received thus far has been disappointing. Instead of having heard from dozens of employes we should have heard from hundreds. We received more than a thousand entries in the Trade Mark Contest and had hoped that we would be able to make an even greater record in the "Stop That Leak" campaign. There are few who can not see a chance to save in some way, if they will but keep their eyes open. After that it is only a question

of a few minutes time with a pencil and paper, and an envelop addressed:

**Stop That Leak**  
**Baltimore and Ohio Magazine**  
 • **Mount Royal Station**  
**Baltimore, Md.**

when the Railroad may have gained to a considerable extent by having your suggestion for saving.

Don't forget that the names of those sending suggestions will be held confidential, unless permission is given by each individual making a suggestion that his or her name may be used.

We especially desire suggestions from train service employes, suggestions calculated to lessen the cost of train and engine expense and also intended to speed up transportation and

increase the efficiency of our equipment.

If you know where there are delays which can be avoided, if you know where equipment is not utilized to its greatest capacity, if you know where inadequate service is being given, where cars are being held out of running service by the unreasonable delays of shippers—if you know any of these things which are cutting into our net revenues and making the Company and all those connected with it, less prosperous, please tell us about it. A sheet of paper, a pencil, a few minutes work and an envelop addressed:

**Stop That Leak**  
**Baltimore and Ohio Magazine**  
**Mount Royal Station**  
**Baltimore, Md.**

are all that you need. May we not have a large number of suggestions for consideration before the next issue of the MAGAZINE is published?

## What They Say about Stationery Savings

*An Assistant Comptroller and Chief Clerk Suggest—*

PREGNANT with good suggestions for the saving of stationery is the following—a part of instructions issued by an assistant comptroller:

"Discourage the use of 'Owl' Clips and 'O. K.' fasteners. Use pins, instead, to hold papers together. Where files are too thick file fasteners should be made use of. It will be found by this method that important papers may be kept more securely intact, and the annoyance of searching for a missing sheet is thus averted.

"Left-over circulars or obsolete forms, instead of being thrown into the waste-paper basket, should be saved, blocked and used for scratch pads.

"When it is necessary to make a statement on a certain ruled form, search first in stock of ruled forms on hand to ascertain whether there is the kind of ruled paper desired already in the office. This to avoid waste of time in ruling similar form.

"Old rubber bands, if not broken, should not be thrown away as they may be used over many times."

T. E. Reese, chief clerk in the office of Mail and Express Traffic, says:

"Thousands of dollars might be saved in the proper and economical use of stationery

supplies. You who have the ordering of these supplies, just order as if you yourself had to pay for them, and after you receive your supplies, use them as if they were your own by stretching them out just as far as you can. Scrape out of the nooks and corners of your desk that discarded pencil-holder, and instead of asking for a pencil when the one you have has worn to half of its size, stick it in the holder and use it down to the last mite.

"Forget how to use the Ruby and Circular erasers: your work will show up much cleaner, and you will be a better accountant and stenographer.

"When you receive letter size circulars, and others that can be cut down, don't file them in the 'W. . . .' Save pins and clips by removing, and turn paper over and use for second sheets. They are perfectly all-right for file copies, too, and in addition to this they can be used for memo notes, etc.

"When you see a pin, owl clip or rubber band on your office floor, don't walk over it, but pick it up. While it is vitally essential that all of our correspondence be legible, it is believed some of us may ask for a ribbon before it is really needed. Watch this!

"Be careful when addressing envelopes, avoid double use because of a mistake on the first one."

# Stop That Leak! Stop That Leak! Stop That Leak!



# Stop That Leak! Stop That Leak! Stop That Leak!

## Mr. Traveling Man:

*Do You Think Enough of Mr. Baugh's 75 Cent Meal to Eat it Regularly?*

THERE is nothing that gets under the skin of a traveling man so quickly as to have his expense account criticized. Let us disavow at the outset, therefore, any intent to do this. But the suggestion made by George W. Haulenbeek, Nestor and Magazine correspondent of our Law Department, to further the "Stop That Leak" campaign, concerning the 75 cent dining car meal, is so reasonable that we print it verbatim as it was submitted:

"Because I am content, writes a Magazine correspondent, with a seventy-five cent Club dinner, whenever I invade a dining car, some of my friends attribute it to covetousness, whereas the club dinner being ample, it is all I want, and I see no reason for expending twice that sum for a meal.

"This suggestion might apply to an employe traveling on Company's business, and

if it was adhered to, would reduce expenditures considerably. A great number of men are constantly traveling on Company's business and if this one item could be observed and carried out, a considerable sum would be saved."

Good suggestion, Mr. Traveling Man. If you believe in Mr. Baugh's 75 cent meal, be a sport and eat it! Isn't that reasonable?

Other suggestions made by Mr. Haulenbeek follow:

"Turning off the electric light when leaving the room, and by all means doing it promptly on leaving for the day, would effect a saving that would be worth while.

"Use the telephone in moderation, especially the long distance and then only when it is really necessary. It should be the aim of every employe to save the Company's money in every way possible."

## Wouldn't This Please You?

*A Life-Saver from An Unexpected Quarter*

EVER since our MAGAZINE was started in 1912, by far the largest number of cuts or engravings that have been used for the printing of our pictures, have been made by the Alpha Photo Engraving Company of Baltimore. Their work has been of fine quality, their service prompt and their people all pleasant to deal with. And as an illustration of the real interest they take in the problems of their customers, we are glad to be able to print the following self explanatory letter from their president:

BALTIMORE, MD.  
December 15, 1922

Mr. R. M. Van Sant, Editor  
Baltimore and Ohio Magazine  
Baltimore, Maryland  
Dear Mr. Van:

Yesterday I received copies of the December issue of the MAGAZINE and I want to compliment you on the decided improvement. It's a real job of printing!

After reading President Willard's letter I would like to co-operate with you in maintaining the high standard of the MAGAZINE and have given our accounting

department an order to deduct an additional two per cent. from all magazine invoices

in the future. While this will not show as itemized on the face of the invoice it can be identified by checking up with the regular price list.

Assuring you of my personal interest and wishing you a Merry Christmas, I am,

Yours very truly,

(Signed) P. T. Blogg

And in order to let our readers know the full sincerity of this unselfish offer on the part of Mr. Blogg, we will simply add that the additional saving made by the two per cent. will enable us to run two or three more pictures a month for the same money. Thank you, Mr. Blogg!

## How to Keep Your Money and Make It Earn More

BUY only what you know," is the advice given to prospective investors in securities by Herbert N. Casson in *Forbes Magazine* (N. Y.). "It is a curious fact," says the writer, "that almost every business man buys rubbish, when he begins to invest his money. Invariably, he buys shares in a business that he knows nothing about. That accounts for the immense sales of mining and oil stocks.

"A beginner, in the world of FINANCE wants big profits. He scorns 6 or 7

## Here is the Story

"A bar of steel weighing half a ton was suspended vertically by a small chain. Near by, a cork from a bottle was suspended by a silk thread. The cork was started swinging so that it struck gently against the steel bar. But the motion of the cork was continued, and at regular intervals it struck the great bar in exactly the same place. Five minutes passed, and still no effect was noted on the bar. After ten minutes the bar gave evidence of feeling uncomfortable. A sort of nervous chill crept over it. At the end of twenty minutes the great bar was swinging like a pendulum of a clock."

## And Here, the Moral

When you save a pin or a rubber band, put out a uselessly burning light, turn off a dripping faucet, smother a steam leak, retrench in your expense account, save a pound of coal a mile, economize in train and engine supplies, when you are thrifty in any small way—you, the individual saver, seem to be swinging like the cork ineffectively against the heavier body of waste. But soon your initial saving develops into a habit, it becomes an example to others and, with repeated small impulses will finally knock the heavier body of waste out of existence on the Baltimore and Ohio.

Start the New Year right—Start to save for yourself and the Railroad.  
Get the Habit—Stop That Leak!

# Stop That Leak! Stop That Leak! Stop That Leak!



per cent. He wants 15 per cent. He has heard of 20 per cent. He wants perfection. Therefore, as perfection is never to be had at home, he invests his money in properties that are thousands of miles away.

"In all cases, whenever you can, buy an interest in a business that is near by. Invest in your own town. Buy what you can see.

"Far-off fields look green, but they are not half so green as you are, if you invest your good money in them.

"First buy the house you live in. Then buy the house next door. The experience that you will get as a landlord will soon cure you of rainbow-chasing.

"If there is not property near by that you can put your money in, then buy the securities of those well-known firms that have been carrying on for thirty years or longer.

"Any railroad or firm that has paid dividends for thirty years is as good as anything can be, in this world of risks.

"But always invest in a business that you know all about, if possible. The trade that you know is the one that you are least likely to get fooled in.

"The point is that you mustn't be a greenhorn when you invest. You must not be credulous.

"All ignorance is dangerous, but most of all in FINANCE. If you stick to what you know, you are likely to stick to your money."

### Explanation to Shipper Brings More Business

By Frank A. J. Manthey

**I**N a recent issue of the MAGAZINE the writer appealed to readers to give satisfaction in their work because this would mean good service to shippers and more business for the Railroad. Here is a case in point. Only a short while ago, Special Investigator Hooper, Claim Department, when requested to interview a consignee about some damage, so well explained to him that the Railroad was not responsible for the damage, but that it was occasioned by the poor loading of the shipper, that the consignee was quite satisfied. He said that he had four more cars coming from Dayton, Ohio, and that he would immediately wire his shippers to route them via the

Baltimore and Ohio. This was done in the presence of Mr. Hooper.

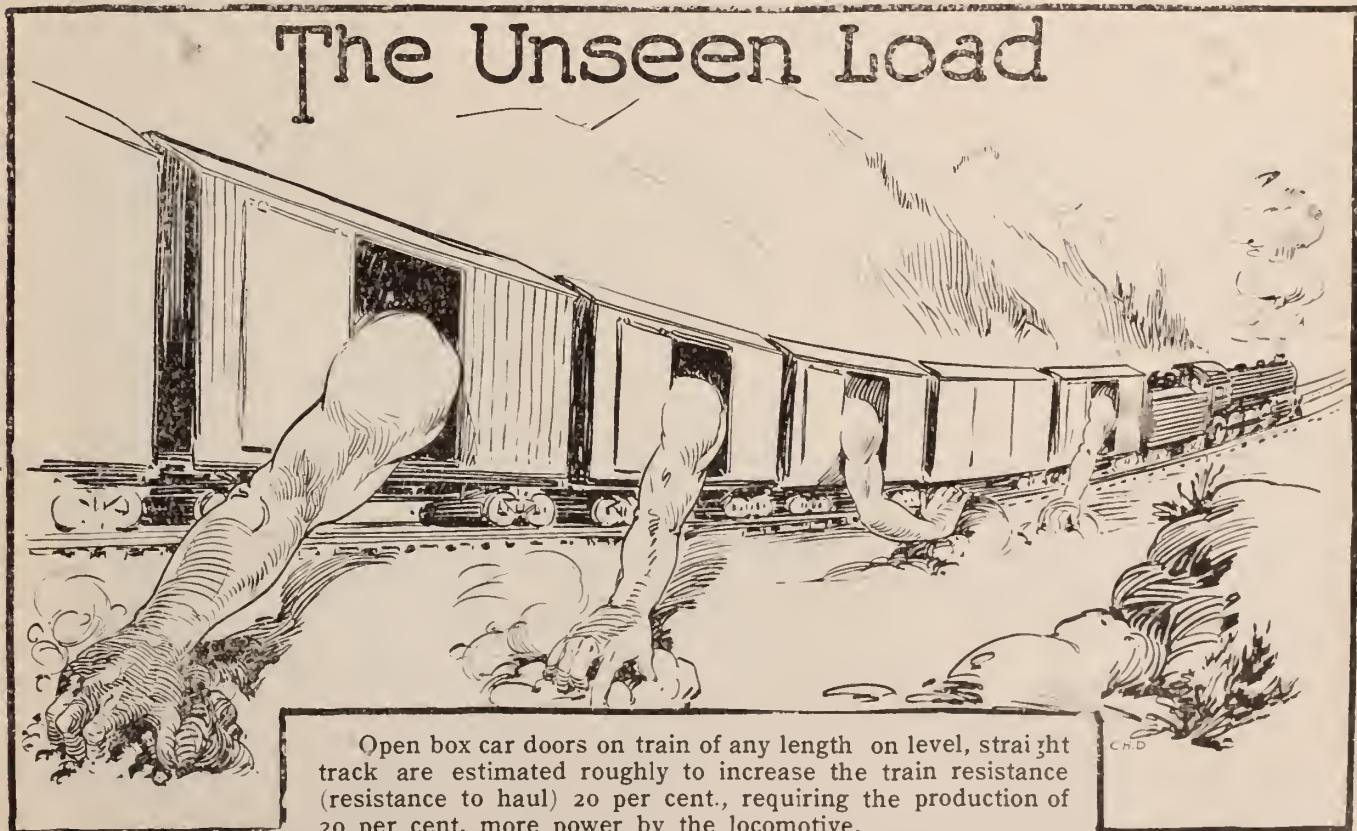
By giving satisfaction on the job he was assigned to, Mr. Hooper was able to secure 236,000 pounds of freight without any additional expense or loss of time. If everybody would co-operate in this direction the tonnage and revenue statements would increase to desired proportions.

**WANTED**—Old Catalogues of Sears, Roebuck & Company and Montgomery Ward & Company!

**O**NE of the departments on the Railroad would like to secure for important reference work old catalogues published by mail order houses such as Sears, Roebuck & Company and Montgomery Ward & Company. Any employe having such a catalogue which he is willing to give to this department will please notify

Baltimore and Ohio MAGAZINE  
Mount Royal Station  
Baltimore, Maryland, giving number of catalogue and date.

**Please Do Not Leave Empty Box Car Doors Open—It is Extremely Wasteful, Costing 20 Per Cent. More in Power!**



Open box car doors on train of any length on level, straight track are estimated roughly to increase the train resistance (resistance to haul) 20 per cent., requiring the production of 20 per cent. more power by the locomotive.

If under good conditions 12 tons of coal are required for a run and the resistance is increased 20 per cent., the increased fuel consumption would be about 2½ tons, accompanied by a decrease in running speed or an increase in running time of probably 10 per cent. Please keep empty box car doors closed.



# How the Susquehanna River Got Its Name

By Lenore Taylor

Daughter of Towerman W. L. Taylor, Aiken, Md.

*Note: The author of "How the Susquehanna Got Its Name" is the eleven year old daughter of Towerman W. L. Taylor at Aiken, Md. Lenore is a student in the Saturday Morning class at the Maryland Institute at Baltimore, and her remarkable talent is displayed in her drawings, as well as in the following story. The Indian signs used in this legend were obtained from various Girl Scout books. It was Lenore's mother who urged the little girl to submit the story to the Magazine, and who aided her in straightening out some of the tangles of diction. The story itself is Lenore's. We believe that it will be a source of enjoyment to the grown-ups as well as to the little folks, and for this reason we are running it on our regular fiction page. Perhaps this delightful little tale may serve as an inspiration to other of the children of the Railroad who may wish to contribute to the Children's Page and to other sections of the Magazine.*

Associate Editor

MANY years ago there dwelt in a valley which is now a part of the bed of the Susquehanna River, a tribe of Indians known as the Algonquins.

The name of the chief of this tribe was Chippewa. His wife's name was Shawnee. Chippewa was a kind and humane Indian, and in this respect his wife was like him. Therefore, these two were dearly loved by their subjects.

They had three sons and no daughters, but when at last a little daughter came to them they were very happy. "We shall call her name 'Susquehanna'," said the chief. And so they named her, but she was always called Hanna.

So little Hanna waxed strong and grew into a woman worthy of her name. She was idolized by Shawnee and spoiled by Chippewa.

After the manner of all Indian maidens, when Hanna became of a marriageable age, there came from miles around many braves to pay their respects. They brought to Hanna many gifts, both rare and costly, of silver, gold and copper, as well as skins of the fox, the squirrel and the ermine. Hanna smiled sweetly and accepted her gifts with many speeches of thanks, but of the young men she would have none.

Her parents worried not a little, for they wished to see her settled in life and living in her own wigwam. Her brothers talked with her about her duty, but she only smiled and showed her pretty teeth and rearranged her headband of beads, using for a mirror the clear water of the stream near the wigwam.

The squaws declared that she would never marry; that soon would go her good looks, and that the braves would then seek another maiden younger and fairer. But Hanna always shook her head and ran to her father to be caressed.

"She is proud," they would say, gazing after her, "no one is good

enough for her. She will meet with her punishment—watch!"

Then, behold there came to the village one day a young warrior, named Octorora, from a tribe many miles away, who bore a message from his chief to Chippewa.

When he arrived, Hanna was seated near her father, embroidering a wampum belt, made of different colored beads and shells, skillfully fashioned to represent birds, beautiful butterflies, and animals. As she shyly glanced up, lo! her eye caught that of the young warrior. The blood rushed to her cheeks and her heart began to beat as if it would break. While delivering the message to Chippewa, young Octorora grew scarlet and embarrassed.

This was the beginning. It was in summer. The birds sang their love songs and the air was full of romance and sweetness. Permission had been granted Octorora to pay his addresses to Hanna. When he told her of his love he said:

"Why confess it? You have known since the day that our eyes met in the wigwam that my soul has fallen captive to your beauty and sweetness."

Then upon the mountainside the trees hung out their yellow, gray and scarlet banners, while, with great pomp and ceremony these two young people were wed. For days and days the festivities lasted. Everybody was happy, for all of the tribe loved Octorora.

As for Hanna and Octorora, they were content. They lived in a fine wigwam and adored each other. While her husband was hunting in the woods Hanna would sit in the doorway and watch for his return, and Octorora's eyes were constantly roving toward the valley where he could see the smoke curling up from a certain wigwam. And when the smoke came up in volumes, as though from a freshly started fire, his heart would leap for joy, for then he knew

that Hanna was preparing supper, and that it was time for him to return.

And so, these two lived happily in one continual honeymoon until the arrival of little Octorora, a strong, lusty little fellow, looking not unlike Chippewa. This, of course, pleased his grandfather only too well. It was Octorora's delight to see to the boy's education in the forest, and Octorora himself was loved by his tribe, but feared by his enemies. So he wished to teach his little son to be honest, kind and fearless. He wished him to be brave, and to be able to lead his tribe into battle—to die for them, if necessary. He taught little Octorora

to aim well, and to shoot with a bow and arrow. When he was about seven years old it was his delight to accompany big Octorora on his hunting expeditions and fishing trips. Together they would tramp for miles and miles, while Hanna would sit in her doorway and weave or embroider, thanking the Great Spirit that she had two warriors to look after her instead of one. How little Octorora would clap his hands for joy when his mother would say, "What has the little warrior shot today?" Then her husband would reply, "He has helped me; he has carried my heavy bow and arrow, and he has also carried these," displaying a string of fish, "besides, he caught two of them."

Of course, they talked in their own Indian language, which was more beautiful than ours.

Octorora also taught his little son how to distinguish the trees by their leaves and their bark; how to tell a bird by his colors or his call; how to read the signs made by the Indians; how to distinguish the footprints of the enemy, the trails of the animals, the whisperings of the leaves, the directions as measured by the position of the sun, the murmurings of the brooks, the habits of plants and flowers, the names of the nuts and fruits, and how to trap animals. Last of all, he taught him stories about the stars in the skies. Soon little Octorora could point out the "dipper," or the Great Bear, and the Little Bear. He knew that the star in the bend of the handle of the dipper is called "Mizar," or one of the horses, and that just above, tucked close in is "Alcor," the rider. The Indians called these two the Old Squaw and the Papoose. The young men would say to little Octorora, "Do you see the papoose on the old squaw's back?"

He also learned that shaking a blanket meant "I wish to speak with you," and that holding up a tree or



branch meant, "I wish to make peace;" that holding up a weapon meant, "I am prepared to fight."

So you can see that little Octorora was a lovable child, endowed with more than ordinary intelligence. His father told him about the Great Spirit, and the child listened reverently. He was an unusual child, bright for his age, and he learned quickly. He was also affectionate, and his father became as weak as a woman when the little fellow put his arms about his neck or clasped him by the hand. The mother had taught the child a prayer to the Great Spirit. It was this:

"Great Spirit, listen Thou to us; guide us this day; help us lest we fall; make our will Thy will, our ways Thy ways."

Octorora's great fear was that he might lose his son before he grew up to manhood, for next to Hanna he adored his son.

One morning little Octorora and his father started for the forest. They were in high spirits as they bade Hanna goodby.

"We shall shoot for you a big deer," said the boy, "and we shall bring you many large fish."

Hanna smiled and wished them good luck. After watching until they were out of sight, she left her wigwam to spend the day with her parents. It was a day in early summer and it reminded Hanna of her courting days. She lived it all over again in her heart, and she thanked the Great Spirit for

his kindness, for his wonderful love and happiness that had been hers in the possession of her husband and child. And the birds sang as on that day when Octorora first beheld her at the door of her father's wigwam. She could see his eyes holding her own; she could feel her heart bounding in her bosom, and the red burned in her cheek even as it had done in those days long past.

She spent a pleasant day talking about her dear ones, and her good parents never wearied of listening. They even made her repeat the prayer which she had taught their idolized grandson.

"I must leave now," said Hanna, "I must prepare supper for them. They will be watching the valley for the smoke from the wigwam." And bidding her parents a fond goodby, she left in the twilight.

\* \* \* \* \*

The sky was growing very black.

"Little One," said Octorora, "we must hasten. I feel the rain in the air. Look at the clouds. Behold, it is ready to fall!"

And as little Octorora looked he laughed, for he always thought it fun to be caught in a shower. They were then near the edge of the forest, ready to follow the path leading to their wigwam in the valley. Suddenly, with a terrific force, the rain began to pour from the skies. This was followed immediately by a

mighty blast of wind that seemed to rend the clouds and to rush through the woods. Thunder pealed long and loud. Lightning flashed so vividly that it almost blinded the eyes of Octorora and his little son. Little Octorora trembled in spite of his staunch Indian heart. Never before in his little life had he feared a storm.

"Father," he called above the noise of the rushing wind, "it must be the voice of the Great Spirit speaking," and straightway he began to repeat the prayer which his mother had taught him.

"Great Spirit, listen Thou to us; guide us this day; help us lest we fall; make our will Thy will, our ways Thy ways."

Octorora drew the boy to him and held the little head against his breast while the storm raged violently.

A great flash of lightning came and went. . . . and with it went the spirit of big Octorora. His arms loosened their hold on the screaming child and his body fell to the ground.

Then followed peal after peal of thunder. In vain little Octorora called to his father. He tried so hard to lift the body in his arms, but seeing that this was useless, he threw himself upon the great breast and moaned.

\* \* \* \* \*

At last the storm ceased. Night had fallen. Octorora and the boy



After the flood, the Indians discover the beautiful river which they named "Susquehanna"



had not appeared. Hanna gathered together a band of young braves and set out in search of her husband and child. All the way she called out, "Octorora, where art thou? My little one, art thou safe?"

Then on the air floated a child's voice, calling its mother.

Like a deer Hanna flew to the spot. There beside the body of the father sat little Octorora, rubbing his eyes, for he had cried himself to sleep on his father's deep breast.

As Hanna drew near she beheld her brave Octorora lying with upturned face, the moonbeams falling upon him. Hanna uttered not a sound, but knelt beside her dead husband and threw her arms about his neck. Then a dull, muffled moan escaped her lips, for she was the daughter of a chieftain, and must not cry. She had been taught to bear pain without a murmur, but the expression on her face spoke the words that she could not utter. Gladly would any one of the young braves have laid down his life to bring back Hanna's husband to her. One of them lifted the little child and placed him in his mother's arms. Hanna raised her head, clasped the child to her bosom, and led the procession which bore the body of her beloved Octorora down the steep path which led to her wigwam.

It was with great ceremony that Octorora was buried and with all of the honors due a man of his station. But Hanna took no further interest in life. The child now clung to his grandfather, who tried hard to take the place of a father to him. Each day Hanna would lead little Octorora to where his father lay buried. There together they would pray.

"But, my Mother," said little Octorora, "I prayed to the Great Spirit in the forest on the night when the thunder and lightning killed my father, but the Great Spirit turned away his face."

"The Great Spirit wanted him," said Hanna, "He called Octorora to live among the stars."

"And is he up there?" the child would ask, "I will look for him." And every night when the stars came out, little Octorora would lie on the ground and gaze up to the heavens, declaring that oftentimes he could see his father looking down upon him.

But alas, from the day of the great storm, the boy could never hear the sound of thunder nor see a flash of lightning without screaming and tearing his clothes and running to bury his head in Hanna's lap. There he would lapse into a state of semi-consciousness until the storm had passed. It was a sad sight, and Hanna could

not forbear letting a few tears fall upon the boy's head, for it was thus that he had stood before his father when the lightning took him away.

As time went on the attacks grew worse. Vainly did old Chippewa summon all of the best known medicine men and old women, but they all shook their heads in doubt. Vainly did the tribe assemble in council in the wigwam to consult and to pray to the Great Spirit for the recovery of Octorora's son. But the child grew worse and worse, never wishing to leave his mother's side.

Then came a bad year for the Indians. There was a drought. The young fruit fell from the trees scarcely after the blossoms had left it. The grass turned brown and withered. The water dried up and there was none for the cattle. The tribes held council, but it was of no avail.

"We must die," they said, "for behold, even the water has gone from the lake." Then the wise men of the tribe declared that the Great Spirit must be angry with them and that a sacrifice was necessary. "Some life must be sacrificed for many," they said, "this is the only way to save our people. No rain has fallen for nearly four moons. The Great Spirit demands, and His demands must be obeyed."

Then into the midst of the wise men and the chieftains came Hanna—Hanna, who was yet very beautiful.



Lenore Taylor, the author of this story.

The braves held their breath as they gazed after her. She led little Octorora by the hand.

"I have heard, oh wise men, what you have said," said she. "I have no desire to live, and my son can not live much longer. He and I are ready to be your sacrifice; my heart is already in the grave upon the mountainside where lies my beloved Octorora. We shall offer ourselves as a sacrifice for the good of our people."

Many moans came from the lips of the men, and many a tear fell behind the blankets in which the squaws hid their faces. The wise men said, "Hanna was a gift of the Great Spirit to us. Shall we return her to him?" And her parents gazed at her in mingled sorrow and adoration.

"But," Hanna continued, "I shall choose the manner of my death. On the pinnacle of the rocks overlooking this valley, at the place where each day my beloved Octorora stood to wave his hand to me before he went to hunt—in this spot, on the morrow, my son and I shall stand. His hand shall be in mine, and in the light of the beautiful moon that shone upon the face of my Octorora, together we shall leap from that rock into the valley below. Oh, once lovely valley, now so desolate, perhaps we shall bring the water to you for which you and my people famish. Do not refuse me," she cried as some suggested that someone who was not so young should make the sacrifice, "I will gladly sacrifice for you, my people."

And so, on the next day, Hanna and little Octorora prepared themselves for the sacrifice. Their people clung to the mother and child, nor were they ashamed to show their love for them.

"We shall be with my father," said the little boy, "you may look for us in the skies at night. My mother, my father and I shall all be together. Be sure to watch for us."

"My two brave ones," said old Chippewa, "if the rain comes to us it will be you who have sent it."

Night came, and the tribes assembled from all around to behold the sacrifice. It was a hot night, although the moon and stars shone brightly. All was silent. Hanna and little Octorora came forth from their wigwam and marched up the side of Mt. Arat to its very peak. Hanna wore her ceremonial costume; her long, black hair was flowing down her back and held in place by a beaded band. Her people wept as she marched, but Hanna and the boy held up their heads proudly. When they reached the peak, Hanna turned to her people.



"We do this for the love we bear for you," she said. Then she embraced her little son and lifted him in her arms. The child put his face close to hers and clung tightly to her body. He raised his little head and spoke:

"May the rain fall and make you all happy," he said.

Then, holding her child close to her heart, brave Hanna stepped to the edge of the rock, closed her eyes and leaped into the once beautiful valley in which stood the wigwam that once belonged to her and the beloved Octorora.

\* \* \* \*

There fell no rain that night, and as the Indians marched back to their wigwams they thought of nothing but the sacrifice. Had it rained, they probably would not have noticed it, for they loved Hanna as they had loved no other woman of their tribe.

On the next morning searching parties were formed to seek for the bodies of the mother and her child. No traces of them could be found.

"The Great Spirit has taken them in the flesh," they said. "Perhaps he is angry that we allowed the sacrifice." And they became silent.

Suddenly there came a great gust of wind. Thunder rolled forth from the clouds and the lightning burst through. Soon came a great rain that almost flooded the valley.

"A storm! A storm!" they cried, "The sacrifice has not been in vain!" And they fell to their knees before the Great Spirit.

It rained as it had never rained before. The water fell in sheets. The people, the cattle and the horses drank greedily. At the end of three days the sky grew lighter and the rain slackened. The people ventured forth from their wigwams. Lo! The valley in which had stood the wigwam of Octorora had disappeared. In its place they beheld a wonderful, swiftly flowing river. Up and down as far as the eye could reach, flowed the sparkling water. A miracle had happened. From miles around came the wise men of other tribes.

"We shall call the river Susquehanna," they said, for it is the soul of her that has saved us."

And the river spread and grew larger. The braves explored and found that it was very long. It would take days and days to find the end of it. Indeed, they doubted if there was an end.

One morning they found a smaller body of water that came from the mountains and emptied into the river which they had called Susquehanna. It was a beautiful little stream, and

as days went on, they noticed a peculiar thing that happened. Whenever there came a thunder storm the stream would rise up and become covered with "white caps." Then it would rush madly down in a great torrent until it fairly leaped into the Susquehanna. At last one man, the wisest of the tribe said:

Behold, this is little Octorora! Can you not see how the storm affects him? Do you not see that he seeks his mother's bosom for shelter?"

And so, the mystery was explained. And from this time, the valley prospered. The cattle became second to none; the fruits were the fairest and most delicious ever grown, while the

corn, buckwheat, oats, barley and wheat could not be excelled in any other part of the country. And thereafter, when the Indians prayed to the Great Spirit, they would thank him for sending Hanna as a sacrifice. On each starlit night, old Chippewa and his wife would search among the stars for their three loved ones. At last, they, too, passed into the Happy Hunting Grounds.

For years afterward, the little Indian children would say to each other, "Hear the thunder! See the lightning! We are going to have a storm. Let us go down and see little Octorora get frightened and leap into his mother's arms."

## There May Be a Prize for You—

*If you read the Magazine from cover to cover!*

Once in a while an employe will tell us that he reads the Magazine "from cover to cover," but this doesn't happen often enough to make us conceited. It is principally to those employes who read the Magazine from cover to cover, however, that this offer is made.

Every issue of the Magazine contains one "best article." By "best article" we mean the one that will do the Railroad and its employes the most good. It may be a story of some man's life, or one of the excellent bits of fiction that we have run, or a poem, or even one of the little notes in the Safety Roll of Honor or the Among Ourselves Department. For instance, I read every single word in the May, 1922 issue and there wasn't a thing in it that typified quite so well the kind of spirit we want on the Railroad as this little item, hidden away in the second column of page 64:

### "Getting Them Out On Time"

"On March 5, engine 5091, Train 49, dispatched from Newark, made its run to Sandusky. When the engine was uncoupled from the train, it was found that the throttle had become disconnected. Foreman Hohenberger, Sandusky, Ohio, had engine removed to the Round House, where he knocked the fire, blew steam off the engine, lifted dome cover, and by bending down over the throttle valve at dome opening, found that the throttle box had come loose from side of dome, falling over and stripping the nut off bottom of auxiliary throttle valve. It was necessary to work over flues with hot steam raising through dome opening, remove, repair and apply throttlebox, auxiliary throttle and rigging.

"Train 49 arrived at Sandusky at 1.20 p. m., engine was repaired, gotten hot, and left Sandusky on Train 48 at 4.05 p. m., an "ON TIME" dispatchment. Mr. Hohenberger performed this work in less than two hours and forty-five minutes. Notation similar to the above has been made on Mr. Hohenberger's service record, and Superintendent Kruse had commended him for his personal interest in handling the situation, which required speed as well as lots of grit."

Can you imagine the way the Baltimore and Ohio would forge ahead this year if even a fair number of us employes were as responsive to the best interests of the Road as Foreman Hohenberger showed himself to be? It is such men that are making the Road, there are many more of them and it is their examples that we want to talk about in our Magazine. In order to do this we offer:

A large size Wahl Eversharp five dollar fountain pen to the employe sending in the best answer to the question:

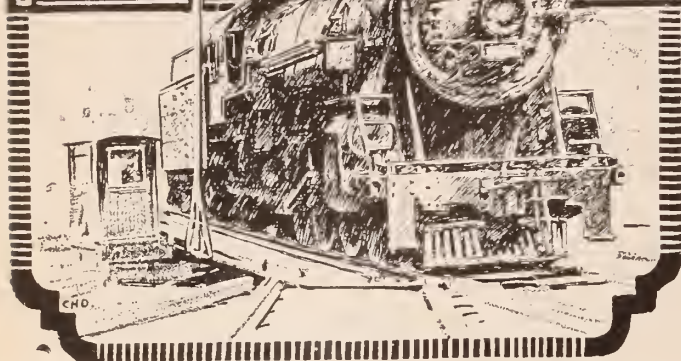
*"What is the most helpful article to the Baltimore and Ohio Railroad and its employes in this issue, and why?"*

All answers covering this issue must be in the hands of the editor by February 15. An officer of the Railroad will decide which is the best answer and it will be published in the March Issue of the Magazine.

Tell in not more than 300 words why you think the item you choose is the best. Send your answer to Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, and don't forget that it may be necessary to read the issue from cover to cover in order to get the right answer and win the prize!



# The Editor's Turn Table



## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*

MARGARET TALBOTT STEVENS, *Associate Editor*

CHARLES H. DICKSON, *Art Editor*

Office, Mt. Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

### Now Is the Time to Tell Us

It is well known by all our readers that the railroad companies have repeatedly been accused of extravagance and inefficiency. We do not recall that our own Company has ever been picked out as a special target for such accusations but it must be assumed that we, too, have been included in the charges.

Some of the suggestions made for bringing about greater efficiency on the railroads called for the expenditure of so much money that the suggestions were highly impracticable. This detail has been fully discussed pro and con in other publications and we are not concerned with it here.

What we want to emphasize is the fact that the President of our Railroad has called upon every employe through our MAGAZINE to let the Management know of any wasteful practices now existing so that they can be corrected. Could there be a better opportunity for bringing about real economy on the Baltimore and Ohio than this method offers?

If you had a big waste in the administration of your home affairs and some friend called your attention to it in a helpful way, you would thank him. In the same spirit the Baltimore and Ohio will thank every employe who in a helpful spirit suggests a way in which we can economize and work more efficiently.

If you happen to know of any waste won't you please sit down right away and write about it to—

Stop That Leak

Magazine Office, Mount Royal Station  
Baltimore, Md.

Your communication will be handled confidentially, you will not be embarrassed in any way, and if your suggestion is a practical and helpful one, you will be given due credit for it.

### How Would You Like to be a Gardener or a Painter?

The well known slogan of the florists of North America, "Say It with Flowers," can be usefully applied in our business.

One of the things that helps to please passengers and hence brings more passengers, is a pleasing outlook along the right of way. Nature has bountifully supplied the Baltimore and Ohio in this respect, as our lines range from the attractive farmlands of Maryland and eastern Pennsylvania in the east through the picturesque Alleghenies and on into the fertile plains of our western boundaries.

But there are innumerable places along the line where the mere coming of the Railroad and industry has defaced a pleasing and attractive Nature. And it is here that our opportunity lies.

Many an agent at a small station has through his love of shrubbery and flowers transformed a vista unattractive from a railroad train into one of beauty. Many a crossing watchman has utilized his spare moments profitably and transformed the barren bit of soil around his watch box into a blossoming and productive patch of color which every passing observer must admire.

Aren't there many places on the Railroad whose physical appearance could be improved at little expense to the Company? I have seen stations along the line that a coat of paint would literally transform, and although I have never been an agent and know little of the duties of an agent, yet experiences with them (at some points, certainly), would indicate that they have some time on their hands which they might profitably use in painting up and cleaning up their headquarters. After all it is much more pleasant to live in a room that has clean, bright and attractive walls inside and out than it is in a place whose interior and exterior are dingy.

I am sure that where an agent would like to try his hand at making his own headquarters more attractive in this and similar ways, he could get necessary material and authority from his supervising officers.

I have one station blackboard or bulletin board in mind where, it seems to me, the phrase "All Trains Are On Time Except As Otherwise Noted" sprawled across the board unevenly, has not been rewritten and the board cleaned off with a damp cloth and made to look fresh for months. It isn't because we don't care but because we get into the careless habit of looking at these things over and over again without thinking how much better they could be made to appear.

We have all been wishing each other a Happy New Year. The man who is interested in his work is pre-eminently the happy man and one could wish all our employes no greater happiness than to wish that all of them get interested in their work. Try it and see how the time flies and how when the "whistle blows" there is a real satisfied feeling over a day's work well done.

### Government Ownership

Premier Mussolini of Italy is a reformed socialist. His stand on government ownership therefore is of special interest. He is quoted as saying. "We are done with government railways, government employment agencies, government insurance. We leave to the state its police powers, to protect honest citizens from robbers and criminals; we leave it to the control of the schools, to train our coming generations; we leave it the army, to protect the territories of the fatherland inviolate, and we leave it the control of foreign policy."

—Illinois Central Magazine



# Homilies of the Hudson

## Thrift

A German butcher, or better, an American butcher of German birth, lives in a Long Island town and owns meat shops in seven other towns, besides much other property. He says that when he landed in New York five and thirty years ago, a young man with a wife and two bundles of possessions, he had just one German mark, silver, in his purse. He also had the address of a relative living in Harlem, 'way uptown, and instructions how to transport himself there from the immigrant station by street car, via two-horse belt-line.

He boarded the car with his etceteras, per instructions, and acting upon the invitation of the fare collector's upturned palm, dropped his fortune, the reichsmark, into it. He knew the exchange value of the coin and when the conductor-driver, after critically appraising the token, offered him a small dime in 'change, he felt that he was being imposed upon and, protesting that he was no greenhorn, demanded his mark back. He got it, got out and tramped with his frau and baggage the six miles to his destination, where he arrived six hours later, footsore but happy for having established a principle to which he has adhered ever since. It has enabled him to "arrive" where he stands now, solid as the rock of Gibraltar.

However, considering the relative value of sole leather and the German mark today, the feat does not appear in the light of a sound business proposition.

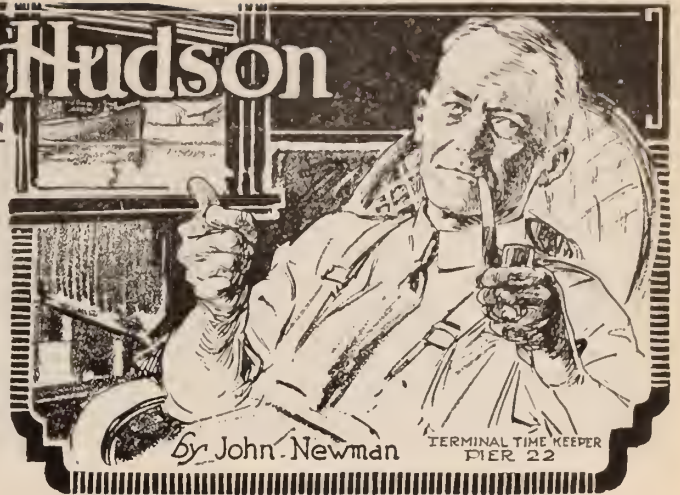
## Girls and Boys

Watching little boys at play—not parlor games in party suits, "saying pieces" and putting the best foot forward, but the unsupervised, free play in the backyard, gutter or open lot—you will recognize types of character with which you are familiar. Perhaps you will recognize yourself. You will see the natural leader and organizer, with a loyal following: he may be only a little bit of a chap but what he says goes; he is recognized and accepted. And you will note the "poor sport," who gets surly and won't play at all because things do not run in his favor; and the cheat who can't play fair; and the sloth, and the poor, handicapped dullard; and the "cry-baby;" in fact, all the types that you meet in your daily intercourse with the grown-ups.

But the grown-ups do not play any exhibition games; with years has come experience that teaches caution, and convention that demands adherence to its rules, that makes the world a stage and men and women masqueraders. Yet character cannot be completely disguised; the true will penetrate the false through chinks and cracks, inadvertently left unprotected. And watching these children at play, and remembering that the "boy is the father of the man," you can make a safe bet as to what sort of a man this boy or that will grow into.

With little girls it is different. Eve's daughters all, there is something that they imbibe with their first milk that makes them artful, yet altogether charming; they are artificial from the cradle up. To illustrate:

There is a little, blonde-curl'd four-year-old, answering to the name of Barbara, who lives "downstairs" and comes "upstairs" to visit me now and then. She introduced herself to us very promptly after we had moved into her "upstairs." After getting the first formalities



disposed of and done with she confided to me that "the gentleman who lived upstairs before" used to give her a cracker when she called on him. Fortunately I was in a position to do likewise. Next she was sitting on my knee, and looking at me from the corner of her eye, she announced that she would proceed to "wamp" me. She did; she succeeded. Another case of *veni, vidi, vici*; I, the victim, her slave forever.

Now, going back to the boys: Under the same circumstances a boy would have begun with "Hello, give me a cracker;" and followed up with "give me another one—got some jam?" after which he would have left with a promise to call again. I knew a boy, a long time back, who was "visiting" and, being asked by the kind hostess whether he preferred pie or cake, answered straight as he felt, "first the one and then the other."

## Luck

Many successful men modestly admit that there is no such thing as luck. The failures will all join in declaiming that success is all due to luck. They are wrong, both, because the first desire to convey the impression that luck had nothing to do in their case, that their success was all due to their own unaided genius and effort, "inspiration and perspiration," as Edison defines it. Of course this *might* be true, and again it might not.

But for the others, who for any one or more of a hundred reasons have made a fiasco of what they have undertaken with a good will and high expectations, to blame luck and accuse it of partiality, is only stupid. The French have a saying, "*s'excuse, s'accuse*," meaning that excusing yourself you are accusing yourself; which analysis will prove to be about right.

Luck, chance, fortune—whatever you will call it—is a result of some Law of Physics. If you cast a die under exactly the same conditions of force and motion, the same face of the die will turn up, always. The trouble is that you cannot compute the forces in a haphazard throw so nicely as to control them. On the same principle, all things being equal at the start, one man may succeed and another fail because the force that governs their actions, their judgment, is applied differently. In the ordinary sense luck is accident. Discount luck and tackle your problems according to Edison's formula. Then you may jeer at luck.

Fate is a fiddler, life is a dance;  
Over all is heaven's expanse;  
Gold exists among the shale;"  
DIG!





## Toledo Division Auxiliary Doing Splendid Work

By Mrs. O. L. Wallburg, President of the Toledo Chapter, and Secretary of the Grand Lodge

*Note:*

*We are glad to publish herewith Mrs. Wallburg's summary of what has been done by the Toledo Division Veterans during the past year, particularly because we feel that it contains suggestions that may be of interest to the members of other Veteran chapters.—Ed.*

TO attempt to tell of the good that is being done by the Ladies' Auxiliary of the Toledo Division would be almost impossible, for there are so many little things and so many little ways that have helped to accomplish much good for the members and for the body as a whole.

We cannot fully comprehend just how much it has meant to us, and to the Veterans as well, to have become a part of the Grand Lodge. It was a step forward, and in the right direction. During the past year the officers of the sub-divisions have given the Grand Lodge fine support and cooperation.

We cannot side-step the unfavorable conditions which handicapped our progress for a time, but the fine thing about it is that even while we felt ourselves powerless to wipe out this condition, there was a deep feeling of sorrow and regret in our hearts. And who knows but that some day all of the things that transpired will be made clear and that there will be a just reward for him who tried, by word or deed, to straighten out the tangle?

It has done our hearts good to realize the interest that has been manifested by the members of both the Veterans' Association and the Auxiliary in getting together on regular schedule again. The Ladies are usually one step ahead in such matters, but in this case the men were also ready and willing to do their share toward the success of the organizations and to cement the friendly feeling between the officers and employes.

We feel that the Veterans' organization will mean much more to the men as time goes on.

On October 18 we had a great social time together. The feature that made the

party particularly enjoyable was the fact that the men made all of the arrangements, rented the hall, purchased the necessary foodstuffs, served the dinner and washed the dishes. The ladies had to admit that the whole thing was handled remarkably well, despite the rumors which followed to the effect that the ladies went to the hall on the next day and re-washed the dishes. Of course, there were a few mistakes, as for example, whenever Secretary Wallburg laid down his sandwich and coffee, both disappeared miraculously. There was also some small talk about Brother John Shnable eating someone else's sandwiches and coffee. It is also reported that "Shorty" Sweeney should have done some things that he did not do; however, in spite of it all, we had a jolly good time.

On November 15 there was another social, but on this occasion the ladies entertained and they always do the job in a handsome manner. After the supper dishes had been cleared away an entertainment was provided by Misses Alice and Ruth Pratt, Dorothy Day, and the Brewer girls. After this the men decided in favor of a guessing contest. The committee, consisting of Brothers John Schnable, Martin Dibling, and Lorenzo Davis, presented a bottle filled with beans and notified all concerned that the one who guessed nearest the correct number would receive a prize of one dollar, the second best, a half-dollar. Mrs. Overholtz guessed nearest and Mrs. Tolby next. Mrs. Tolby turned her prize back into the treasury of the Leahay Auxiliary.

We have great plans for the next few months. It has been suggested that the annual re-union be a joint affair with the

Cincinnati Terminal and the Ohio Division. If this cannot be worked out, we shall hold the re-union in Lima this year instead of at Dayton, as we did last March. In either case, we want all of the veterans and their families to get ready for it and to be there. You never know what you have missed until you have attended. Begin figuring on it now, and figure on taking sufficient time off for it. Make it a great day this year for yourself and for your family. Here you will find "Bill" Jones and his wife, "Tom" Smith and the Missus, and Henry Williams and his family—all of whom you haven't seen for years, and all of the other folks you haven't seen since your courtin' days.

Then, when you get back on your job, everything will seem brighter because of renewed friendships. The spark of youth will be aflame in your breast and you will have a deeper feeling for the brother who works by your side; you will feel a deeper sense of loyalty to the man who sponsored our organization and made it possible for us to get out of life that which the Veterans' Association has brought to us—the man who stood out so big and whole-hearted during the trying times of our past year, our President Willard! God bless him!

## Baltimore Veterans Elect Officers for 1923

By C. R. Weir, Recording Secretary

THE regular meeting of the Baltimore Division Veterans was held at Moose Hall, Monday night, December 4. The election of officers for 1923 brought a large and enthusiastic crowd, the hall being filled to capacity. All regular business was set aside until election was over. The tellers went to work immediately to count the ballots, but were unable to report the returns until after one A. M., due to much splitting of the ticket.

In the meantime the members adjourned to the Banquet Hall where a good vaudeville show, smoking, dancing and ice cream were enjoyed. A number of "game" members stayed to hear of their defeat or election. The new officers for 1923 are—

C. W. Allen, President  
R. L. Collingsworth, Vice President  
C. B. Snapp, Treasurer  
C. R. Weir, Recording Secretary  
W. H. Harrigan, Financial Secretary  
J. W. Hall, Sergeant at Arms

Board of Directors: Central Building—Wilson Auld, Chas. R. Purdy; Mt. Clare—Louis Beaumont, J. D. Riley; Riverside—E. L. Bell; Camden Station—Robert F. Burnett; Locust Point—E. B. Cox; Curtis Bay—E. E. Brewer; Line of Road—Geo. Sommers, John Robosson; Washington Terminal—J. T. Mathews.  
Delegate to Grand Body—J. O. F. Covell;  
Alternate Delegate—G. A. Bowers;  
Chairman Entertainment Committee—M. V. Pascall.



# Newark Division Veterans Hold Annual Ball and Election of Officers

By J. M. Garvey, Grand Vice-President

ON Tuesday, December 5, the Veterans of the Newark Division and the members of the Ladies' Auxiliary held their annual ball at the Masonic Temple. Tempting refreshments added to the pleasure of the evening. It was one of the most successful affairs of its kind ever held. The picture of the Veterans and their wives enjoying themselves to their hearts' content was something long to be remembered. F. M. Howard was chairman of the Floor Committee and he filled this position to the great satisfaction of all concerned. There were visitors from Baltimore, Willard and Columbus.

On December 7 the Veterans and the members of the Ladies' Auxiliary met in regular session at the B. of L. E. Hall. There were 79 members of the Auxiliary and 68 Veterans present. After the transaction of the routine business was finished, the election of officers for the ensuing year took place. The results of the election were as follows: President, D. H. Moriarity;

vice president, F. M. Howard; secretary and treasurer, E. E. E. Moore.

After the meeting a buffet luncheon was served and speecmaking was in order. Several Veterans told of the old times in railroading. Brother Murphy, the Veteran heavyweight (only 375 pounds) related some of the funny events in his life. Then the Ladies' Auxiliary, through its efficient president, Mrs. F. M. Howard, called on Mrs. D. H. Moriarity to come to the platform. Mrs. J. M. Garvey, grand vice president, then, on behalf of the Newark Division Veterans and their wives, presented to Mrs. Moriarity a handsome mahogany rocking chair as a birthday gift. Mrs. Moriarity was surprised beyond measure, yet she managed to respond gracefully.

Dancing was then enjoyed and at its close everybody went home, tired but happy, in the remembrance of this most pleasant evening.

# Greetings from the C. W. Galloway Ladies Auxiliary No. 1 of Baltimore Division Chapter

By Mrs. Charles W. Lewis, President

THE C. W. Galloway Chapter of the Ladies Auxiliary No. 1 of the Baltimore Division of the Veteran Employes Association of the Baltimore and Ohio Railroad, held its regular monthly meeting on December 20 in the Assembly Room on the fifth floor of the Baltimore and Ohio Building. There was a large attendance.

Vice President Galloway was the speaker of the occasion and delivered a splendid address. He spoke of the financial condition of our Railroad, and made a plea for a study of the situation so that with an intelligent understanding a logical decision may be given on not only Railroad affairs, but on things pertaining to our country in general. We all thoroughly enjoyed the address and were benefitted by it.

After the regular business of the auxiliary was over, the holiday spirit prevailed with the usual exchange of good wishes and gifts.

Each one present was given a Christmas candy cane with the wish of a Merry Christmas.

We extend a most hearty welcome for Veterans' wives to join us, feeling that they will enjoy our meetings. The same hearty welcome is extended to the Grand Lodge

officers and officers of the various chapters to attend our meetings. Judge Moses was to be the speaker at our January 17 meeting.

We wish you all a most happy and prosperous New Year.

The officers for the ensuing year are: Mrs. Chas. W. Lewis, President; Mrs. W. T. Wall, Vice President; Mrs. G. T. Mac-Millen, Secretary; Mrs. W. T. Holmes, Treasurer; Mrs. Wm. McKee, Marshall; Mrs. W. Espey, Outer Guard; Mrs. Geo. Sturmer, Chaplain.

# Ladies Auxiliary to Baltimore Division Chapter Elects Officers

THE Ladies Auxiliary to the Baltimore & Ohio veterans, Baltimore Division, held their regular business meeting and election of officers on December 13, at Morning Star Hall, 1104 W. Baltimore St.

The following officers were elected for the year 1923. President, Mrs. Sarah Shipley; Vice President, Mrs. Elizabeth Williams; Rec. Secretary, Mrs. Belle Bowers; Financial Sec'y, Mrs. Annie Riley; Treasurer, Mrs. Effic M. Galloway; Sergeant-at-Arms, Mrs. Gertrude Wirth; Chaplain, Mrs. Marie Collinsworth; Chairman Entertainment Committee, Mrs. Georgia Covell.

# Flour in Barrels! But this was in 1867

By P. B. Phinney  
Agent, Grafton, W. Va.

THE accompanying photograph is of an old freight receipt, dated April 12, 1867. Note that the charges at that time on a shipment of five barrels of flour from Wheeling to Grafton were \$3.40. The rate applying to a similar shipment at present is \$2.05 per hundredweight, or \$2.05 for the shipment.

The flour in question was probably put up in wooden barrels and was handled from point of origin to destination and delivered to consignee without damage and without claim. At present such a shipment might be put up in frail paper sacks, which it is extremely difficult to handle even once without some damage. I doubt if there have been five tons of flour handled on the entire System in less carload freight service during the past five years that have been put up in wooden barrels.

The descendants of the principal persons mentioned in the document still follow in the same line of business as their forebears. Charles Brinkman, son of George Brinkman, still conducts a mercantile establishment in this town, while C. A. Adair, grandnephew of John Adair, who signed this receipt, is and has been for a number of years the efficient assistant general car foreman at this terminal.

All CLAIMS for allowances, damages, &c., &c., upon property embraced in this Bill, to be made within 35 hours after delivery of the Goods, as the Company cannot allow subsequent claims.

Grafton April 12th 1867.

M. George Brinkman

Car No. 931

To The Baltimore and Ohio R. R. Company, Dr.

For Toll and Transportation on 5 Barrels Flour

\$ 3.40

from Wheeling

Charges \$

Received Payment for the Company, John Adair Agent

Rates are lower now than this freight receipt shows for 1867



## The Death of W. Ray Smith

**W**RAY SMITH, for many years train dispatcher, Winchester, Va., and Brunswick, Md., died suddenly at his post of duty at Brunswick on the morning of December 17.

Mr. Smith, who was president of the local chapter of Baltimore and Ohio Veterans, was popular among his fellows and was well liked by everyone. His character as a true blue railroad man lives in the minds of his many friends as an everlasting monument.

Mr. Smith was born 56 years ago at Winchester, Va. He was one of three brothers who spent their lives in the service of the Baltimore and Ohio and the last survivor of the three. He entered the service on April 1, 1883, as messenger at Winchester, Va., Shenandoah Division. The following year he was made night operator; two years later, day operator; in 1887, relief agent; in 1893, night dispatcher; in 1910, dispatcher; in 1914, chief dispatcher; in 1915, agent-operator, Staunton, Va. In 1918 he became chief dispatcher, Brunswick, Md. This position he held until the time of his death.

Mr. Smith had an exceptionally good record as operator and train dispatcher. Recently he had suffered several heart attacks, and a few days prior to his death he made a trip to Washington to consult a physician there. He returned feeling much benefited, but when he went back to work on Sunday morning, he fell dead at his desk. His body was removed to his home on Second Street, Brunswick, where the funeral was held on the following Tuesday. The services were conducted by Rev. Charles W. Hess, assisted by Rev. Burgess and Rev. Farley. The burial took place at Winchester. The service was in charge of Hiram Lodge of Masons, of which Mr. Smith was past master. A

## Annual Grand Lodge Meeting

January 26 and 27

The Grand Lodge of the Baltimore and Ohio Veterans will hold its annual meeting in the Assembly Room of the Baltimore and Ohio Central Building, Baltimore, Md., on Friday and Saturday, January 26 and 27. The Grand Lodge of the Ladies' Auxiliary will convene at the same time on the 12th floor of the Building.

President Willard and Vice President Galloway have promised to be present to address both bodies.

Knights Templar escort attended, six of whose members served as pall bearers.

Among the many tributes paid Mr. Smith, comes one from Conductor R. L. Much, correspondent for the MAGAZINE. Mr. Much says in part:

"Several days before his death, Brother Smith met me on the street and asked me to call at his home and take a picture of his radio outfit, of which he was very proud. I made arrangements to do this on Monday, when, to my surprise, I learned of his sudden death.

"Mr. Smith was a faithful and conscientious employe, loved by everyone. He always had a good word and a bright smile for everyone. I am deeply grieved at his death, and I feel sure that the Baltimore and Ohio has lost a valuable man, a real Baltimore and Ohio man, through and through."

Mr. Smith was a past master of Winchester Hiram Lodge of Masons, a past high priest of John Dove Chapter Royal Arch Masons, and a past deputy grand master for the Winchester district. He was also actively identified with Winchester Commandery of Knights Templar, and Acca Temple Nobles of the Mystic Shrine, of Richmond.

He is survived by his widow, two sons and two daughters. Albert, of Brunswick, Md.; Walter, of Washington, and Misses Vernie and Laura Smith, both of Brunswick.

## Veterans Reorganize at Akron

By J. A. Jackson  
MAGAZINE Correspondent

**A**N enthusiastic meeting of our Veterans, comprising the old New Castle and Cleveland Division members, was held in the Division Offices, Akron, Ohio, on December 3. A reorganization was effected, to be known as the Akron Division Veterans' Association.

Grand Vice President Garvey was present and made an interesting address, touching on the good work accomplished by the Veterans in their recent campaign for more business, and the good fellowship

that exists among the Akron Division Members. Superintendent D. F. Stevens also made an address on the need of greater initiative among the members, and the Baltimore and Ohio family in general, with the ultimate aim of stimulating all the numerous phases which go to make up successful operation.

The election of officers was held. The results follow: President, W. D. Reed; vice president, J. R. Niederheiser; secretary and treasurer, J. K. Jolly; sergeant at arms, G. H. Hammer; Chaplain, Mr. Baker; S. H. Rhoads, chairman of the Membership Committee; James Aiken, of the Entertainment Committee, and C. P. Angell, M. Demsey, and A. D. Griffith of the Executive Committee. J. R. Niederheiser was elected to represent the Veterans at the Grand Lodge Convention to be held in Baltimore, Md.

## Pittsburgh Auxiliary Elects Officers

By a Member

**A** GOOD attendance made an interesting meeting of Daniel Willard Auxiliary No. 5 of the Veteran Employes' Association, Pittsburgh Division, on Tuesday, December 6. The meeting was held in the I. O. O. F. Hall at Hazelwood, Pa.

After the regular routine of business, we held our annual election of officers for the ensuing year. The following officers were elected: president, Mrs. Frank Applebee; vice president, Mrs. Jasper Miller; secretary, Mrs. H. E. Evans; treasurer, Mrs. Robert Hill; chaplain, Mrs. George Peters; marshal, Mrs. John McMunn; outer guard, Mrs. Milard C. O'Roke; delegate, Mrs. Frank Applebee; alternate, Mrs. Robert Hill; pianist, Mrs. Jacob Klaus.

## Agent Colbert at Lima and His Chief Clerk

AMERICAN PETROLEUM PRODUCTS COMPANY  
CLEVELAND, OHIO

December 11, 1922

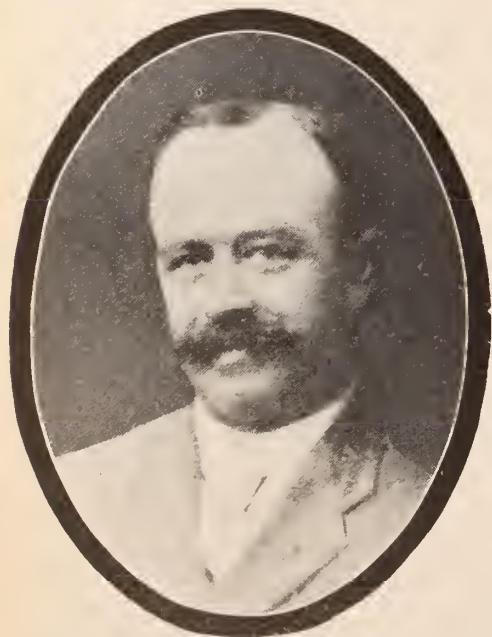
Mr. J. C. Kimes, A. G. F. A.  
Baltimore and Ohio Railroad  
Cleveland, Ohio

Dear Sir:

Will you kindly extend to your Agent at Lima and his Chief Clerk, the appreciation of the American Petroleum Products Company for the courtesies extended to our Mr. Powell on his visit to Lima on December 7, as the help given by your people was of untold value to him at that time.

Very truly yours,  
AMERICAN PETROLEUM PRODUCTS COMPANY  
(Signed) E. C. Polak

Traffic Department  
Manager



The late W. Ray Smith, a beloved and useful Veteran

**STOP THAT LEAK!**



# Cherry Blossoms and the President's Smile Made Faces Brighter, Footsteps Lighter and Handclasps Tighter at the Wheeling Ball

**N**EVER was there such a night on the Wheeling Division! Not particularly was it because the snow snowed, the rain rained and the wind howled 'round the corners—all these things happened without any effect on the number of those who came to enjoy the evening. And it was not because it was a ball given by the Wheeling Division employes, for this was the sixth of its kind in so many years, but somehow there seemed to be a greater supply of the spirit of good fellowship than had ever been manifested at a similar gathering. Why? Let us ask the two little girls with bobbed hair and fur-topped boots.

"What makes everybody seem so happy tonight?"

"I think," replies one, "that it must be the lovely cherry blossoms suspended from the ceiling; they make me think of Japan, where everything is beautiful."

"And I," declares the other, "think that it must be because President Willard came to visit us tonight. See—when he smiles everybody wants to smile."

And we who looked on decided that both little girls were just right.

The sixth annual ball given by the employes of the Wheeling Division was held in the Convention Hall at Wheeling. The decorations carried out the poster scheme of "A Night in Japan." Suspended from the ceiling were great sprays of Japanese cherry blossoms and the whole idea of things, including the pink orangeade



Many an old timer learned the gentle art of fox-trotting under the efficient leadership of a flapper instructor

which was served so generously, seemed to bear out the suggestion of things "Japanesey."

The program, an elaborate reproduction of a genuine blue folder timetable, designed by Lew E. Foster, veteran wire chief at Wheeling, informed us ahead of time of the splendid entertainment which we were to expect.

Immediately at 8.30 the dancing began, for with good music on hand and the smoothest dancing floor imaginable, young folks must dance, and dance they did. Everybody was young, for age did not count. Among the bobbed heads here and there appeared a gray head, then another and another, and a number of old timers learned the gentle art of fox-trotting under the efficient leadership of a flapper-instructor. Mayor Thomas Thoner, of Wheeling, one of the guests of honor, came in, looked on and enjoyed it all.

J. M. Scott, General Freight Agent H. H. Marsh, Trainmaster J. W. Root, Ohio River Sub-Division, and General Agent U. B. Williams. Superintendent Pittsburgh Division J. D. Beltz and Division Engineer H. H. Harsh arrived later.

A short opening address was given by John Michael Garvey, chairman of the General Committee and grand vice president of the Veterans' Association, in which he introduced the mayor of Wheeling, Thomas Thoner. Mayor Thoner welcomed the railroad officers and other out of town visitors to Wheeling and presented to them the key to the city. President Willard was then introduced.

"I appreciate very much," said Mr. Willard, "my fellow associates, men and women of the Baltimore and Ohio, this opportunity of being with you, to meet some of you and to see all of you having a good time.

"I know very well that with all of these pretty girls, pretty women, and young men that you are more anxious to dance than to hear an old timer like me talk; therefore, I shall cut this short.

"I hope that you will have a pleasant evening. I suppose that lots of you have had a certain sort of curiosity to see what I look like; certainly I had a curiosity to know how you looked. I hope that you are as well satisfied with my appearance as I am with yours.

"I am very glad to be with you."

Following President Willard came Governor Cornwell, who, in speaking to the people of West Virginia, addressed many of his friends. Mr. Cornwell said:

"Fellow Employes, Ladies and Gentlemen: I am very much impressed because,



General Superintendent Scott, he of the genial smile and glossy dome, could not keep his envious eyes off the glorious thatch which crowns the Railroad's —"than whom there is none such silver tongued orator." W. W. Wood, chief of Welfare.

A quarter of an hour later all eyes were turned toward the doorways, for there entered before the eyes of all, one whom they long had hoped to have as a visitor, but who they believed to be too busy to take the time to drop in. Here he was at last—President Willard! It was a surprise indeed. The newspapers had heralded his coming, their announcement came true, and, as the little girl said, "when he smiled, everybody smiled." With Mr. Willard were General Manager Eastern Lines E. W. Scheer, our chief counsel, John J. Cornwell, former governor of West Virginia, Chief of Welfare W. W. Wood; Superintendent Wheeling Division C. B. Gorsuch; General Superintendent Wheeling District







President Willard pleased everybody with his presence, his smile and his short talk. He delighted the two young ladies whom he asked for the pleasure of—the first, a two-step; the second, a waltz

like many of you, I am now an employe of the Baltimore and Ohio Railroad. I am at present its general counsel. Mr. Willard has said to you that he hopes you are as well satisfied with his appearance as he is with yours; I want to say to you that he has just said to me that this is certainly a splendid appearing audience of young people; therefore, he has said to you publicly no more than he has said in private.

"I want to say to you that I am very happy and proud to be connected with an organization with such a representative and which employs men of the type that are here tonight. I have no speech to make except to say to you that I feel sure that you are going to have a good time. I bid you good night."

#### And the Veterans Were There

While this was a welfare party and not strictly one in which the Veterans had an inning, there were many of the old-timers



"Governor" Cornwell, the most popular chief executive that West Virginia ever had, begged his legion of friends to remember that he had a new love, the Railroad

present, all of whom talked over the bygone days with such emphasis that occasionally a younger couple fox-trotting by, hesitated a moment to catch bits of the interesting conversation.

W. H. Johnson, retired engineer, with a service record of 49 years with the Baltimore and Ohio, told us emphatically that he is *just a boy in his eighty-first year*. Mr. Johnson lives in Shepherdstown.

Two other interesting characters of this class were Section Foremen T. Burke and William Ferguson. Mr. Burke is stationed at Roseby's Rock. He has a 42-year service record and is still going strong. Mr. Ferguson, who is at Glen Easton, has 55 years of service. There was a friendly struggle between the two as to which deserved the more this year's prize for the best kept section on the division. The officers had not been able to decide, so the foremen settled the matter between them.

"William got it once before," said Burke, laying his hand on the other's shoulder.

"Yes," replied General Superintendent Scott, who happened to be standing nearby, "and Mr. Willard came over the winning section this afternoon. He said it was a mighty fine piece of track."

Smiles passed over the faces of the two old comrades. They slapped each other and pinched each other with a manner that said, "We're both going to try for it again next year," and smiling at William's 50-year button they passed on.

"Engineer J. Gatewood, former road foreman, was the one who handled the engine which pulled the officers' special over from Fairmont this evening," said Division Engineer Woerner, taking that gentleman by the arm.

"Did you hear anything about my losing my job on account of too much black smoke?" asked Mr. Gatewood.

"Not much," declared Mr. Woerner, "nobody saw any black smoke coming from that engine today."

"Ha, ha!" laughed the engineer. "By the way, I'm getting old in the service, too. I came into the service of the Baltimore and Ohio in 1893."

"Oh," declared a fellow employe, "you're young yet."

"Yes, and I'm just as young as I look, particularly when I get among the ladies."

"Will you have the next waltz with me?" asked a certain Old Veteran of a smiling young lady.

"Oh," quoth the damsel, "but your wife may object."

"Object nothing!" declared the O. V., "I just gave a friend of mine a dollar to dance this waltz with the old lady herself. Come along!" She came.

John Michael Garvey and the "Missus" started getting ready for the party at 7.00 a. m. John Michael was "all dolled up" in his Sunday clothes and carried off the part of master of ceremonies famously.

Among other Veterans present were Mr. Bell, from Willard, Ohio; J. E. Mc-



Grand Vice President of the Veterans J. M. Garvey was a worthy general chairman of the Ball Committee, and a famous host!

Graw, from Parkersburg, who has been operator for the Baltimore and Ohio for 38 years; Inspector of Bridges J. O. Potts; "Daddy" Ballinger; Claim Agent M. C. Smith; Engineer Cummings; Track Supervisor W. D. Lucas; Harry Fleming, of Fairmont; Engineer and Mrs. F.M. Manard, Newark, O; the Flemmings and Fletchers from Fairmont.

#### Seen and Heard from the Gallery

Frank Ackerman wanted to be in keeping with the occasion and wear a Japanese kimono to the ball. It took lots of persuasion on the part of Carl Miller to change Frank's mind.

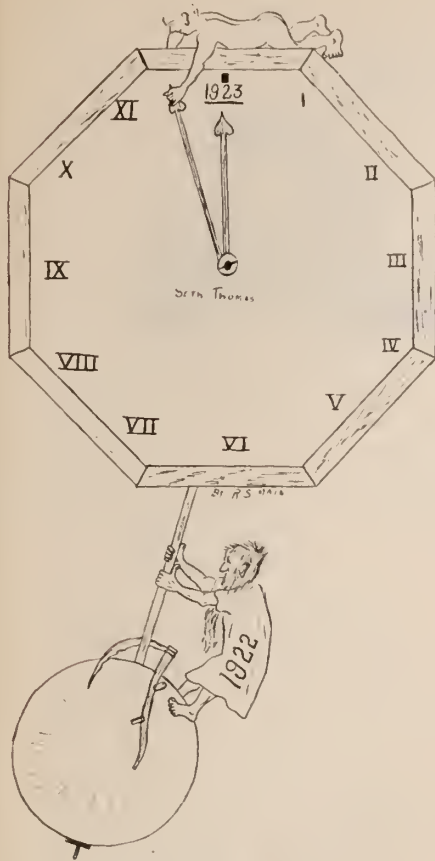
Lew Foster carried a wallet that looked like a washerwoman's clothespin bag—but he needed it for the \$500 that was taken in at the door.

J. M. Scott (gazing upon a photograph of W. W. Wood): "Dear me, if I had half of what that fellow has on the top of his head, we'd both have enough hair. Oh, well, when you get old, you know, er-er-



The "G. M." Mr. Scheer, could not get his mind off our trains. Even when President Willard urged him to dance he feigned important preoccupation by a minute examination of his timepiece





"First and Last Moments"

Drawn by R. S. Main, operator, Strasburg Junction

by the way, what do you call it that these people are dancing? As nearly as I can see it, they turn on the music and everybody just trots along, or shuffles, or hops and skips as he pleases. Guess I could dance, if I tried."

Miss Stenographer (who writes up the stationery requisitions): "Docs Mr. Blanchard, himself, fill the requisitions personally?"

Reply: "Why, of course; he does all the packing and tying up packages, too. Some system, eh? Wouldn't you like to go down and help him out?"

Marie: "Oh, heavens! Don't bring on any more officials. I've met so many tonight I shan't be able to get my head inside of the door when I get home."

Sonnefeld went out, got a shave and a haircut, a mud bath and massage, then came back and said: "Don't let anybody write me up in the MAGAZINE."

"Pray don't introduce me to any more officers of the Railroad; my head will be so swelled up I won't be able to get inside of my mother's door tonight."

Mayor Thoner wanted to know why they called a certain old lady "Aunt;" did she have a glass eye and wear false hair? He found out.

Girl from Wheeling Office: "Say; you're from Baltimore, aren't you? Please tell me how old Mr. Curren is."

"Oh, there's Dr. Charlton, our medical examiner. Isn't he just handsomer than ever!"

### The President Dances

With all the responsibilities of the business of the great Baltimore and Ohio Railroad on his mind, the Wheeling folk were deeply grateful to Mr. Willard for spending the greater part of the evening with them and for his greeting, but nobody thought of his dancing. Yet when the time came, our president was not lacking. With the step of a youngster he suddenly appeared on the floor with the associate editor of the MAGAZINE, and to the surprise and delight of the onlookers, glided through an old fashioned two-step. Wheeling, too, came in for its honors when the next waltz found the president tripping the light fantastic with Miss Marie Slatterick, secretary to the division engineer. Certainly it is true that there were two girls who spent a deliriously happy evening! They had danced with President Willard!

The number of those present was estimated at 2,000 or more, about 90 per cent. of whom were employes or the members of employes' families. To accommodate all these, three special trains were run to Wheeling, from Parkersburg, Fairmont and Holloway, respectively.

The cabaret numbers featured on the entertainment card were excellent. Bert Marshall, in character and comedy songs, was particularly good, while the dancing of Miss Cheriette Poeriette was excellent. Miss Clare Poeriette, Mr. Douglas Fleming, and Mr. Lloyd Kinner also were delightful in songs and entertainment. Mr. Fleming is the son of Engineer and Mrs. Harry Fleming of Fairmont, and the Wheeling folk heartily enjoyed and appreciated his entertainment.

Music by the Musical Imps added to the excellence of the dancing, which lasted until 1 o'clock in the morning.

The committees in charge of arrangements for the frolic were as follows:

General committee—J. M. Garvey, A. J. Sonnefeld, L. W. Wetzell.

Committee on arrangements—L. E. Foster, Frank C. Ackerman, Dr. W. V. Charlton, Al Gatewood, George Ballinger, W. L. Detwiler, A. M. Six, W. H. Oliver, O. B. Craft, G. W. Johnson, George Oakes.

Floor committee—J. J. Donovan, G. R. Fitzgerald, J. R. Padden, L. K. Reynolds, R. P. Nolan, G. E. Riley, S. C. Williams, E. J. Davis, C. J. Lauders, H. B. Beck, J. F. Whalen, F. A. Ballinger, H. D. Campbell.

Ohio River Sub-division—J. P. Duval, J. A. Laync, R. L. Orahoad, R. H. Beckwith, L. J. Murphy, S. M. Core, B. F. Butcher, J. E. McGraw, E. L. Peters, Miss M. M. Moore, Miss Mary Keeman and S. S. Johnson.

### Appreciates Prompt Handling

THE CONTINENTAL SUPPLY CO.

St. Louis, October 12, 1922

MR. EDWARD HART, JR., G. F. A.,  
Baltimore & Ohio R. R.,  
St. Louis, Mo.

PERSONAL

Dear Sir:

My records indicate that during the month of September, \* carloads of our business moved via your line. I am glad to be able to tell you that even in the face of existing conditions, the handling given our business was satisfactory, and even though record keeping was more or less demoralized, we were able to keep in touch, in a satisfactory way, with movement.

Let us all hope that ere another month or six weeks pass, conditions will be so near normal that everybody will be happy.

Yours very truly,

THE CONTINENTAL SUPPLY COMPANY

(Signed) T. L. MORIARITY

Traffic Manager

\* Number of carloads deleted for obvious reasons

## Our President's New Year's Greeting

To All Officers and Employes of the Baltimore and Ohio Company

My best wishes to all officers and employes of the Baltimore and Ohio Company for a Happy and Prosperous New Year.

I earnestly request the cooperation of all in the service, from the lowest in rank to the highest, in an effort to make the New Year a prosperous one for the Baltimore and Ohio Company also. I am certain we can make it so if we all pull together.

*Samuel Willard*

January 1, 1923





**Note:**

All puzzles published in this department will be defined, as far as possible, from the *New Standard Dictionary*, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the *New Standard Dictionary*, the name of such authority must be stated at the end of the definition, in parenthesis. ("obs."). Obsolete words will be marked at the end of the definition thus—("obs."). Variant spellings of a word must be marked at the end of the definition thus—("var"). Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

ANSWERS to the puzzles published in the October issue are:

1. Form-from

2. B  
C A B  
P A L E A  
C A N T A T E  
B A L T I M O R E  
B E A M I N G  
A T O N E  
E R G  
E

3. Pry-or

4. Y E A S T Y  
E M P I R E  
A P U L I A  
S I L V A S  
T R I A C T  
Y E A S T Y

5. C-rate

6. A V A L O N  
S T O L E N  
O P T I M O  
S P O I L S  
T I E R C E  
C O R N E A

7. Paired-pared-pard-par-pa-a

8. S C A B  
C O M E T  
A M P E R E  
B E E H I V E  
T R I P O D  
E V O K E  
E D E N

9. Night

10. Feminine footwear

11. S M A R T  
A H E A D  
A E R I E  
D E N T S  
S T A I N

12. Y G G D R A S I L  
A E R A T E S  
M E L O N  
E L M  
Y

13. C-latter

14. C A R D E L  
A V E R S E  
R E M I T S  
D R I V E S  
E S T E M O  
L E S S O N

15. Rail-road

Correct solutions were received from the following:

J. F. Donovan, The Major, Atlas, L. E. Phant, Grace M. Manning, W. E. Madden, N. Jineer, C. Lion, S. T. Udent, Pearlle Glenn, Primrose, G. Hartman Pryor, L. M. N. Terry, Martelia, Comrade, Baltimore, Md.; P. M. Pennington, Cumberland, Md.; Wick-o-cincy, Gem, Cincinnati, Ohio; Kappa Kappa, Kacy, Billy, Fargo, N. Dak.; Gemini, Poly, Brooklyn, N. Y.; Molemi, Gi Gantic, Petite, St. Louis, Mo.; Gee, Asheboro, N. C.; Alec Sander, Thomas S. Comer, Philadelphia, Pa.; Fred Domino, Corinth, Miss.; Towhead, Lafayette, Ind.; Emiline, Fairbury, Neb.; Spica, Whitney Crossing, N. Y.; Sherlock Holmes, Worthing, S. Dak.; C. Saw, Tunste, Joaquin, St. Germaine, New York, N. Y.; Jack O. Lantern, T. Hinker, Bangor, Pa.; Nanki Poo, Holyoke, Mass.; K. T. Did, E. R. Woodson, Nypho, Washington, D. C.; Delmonte, Richmond, Va.; Dan D. Lyon, New Florence, Pa.; Mentor, Chicago, Ill.; Tom Crestmore, Johnstown, Pa.; Arty Ess, Scranton, Pa.; Lateo, Hoboken, N. J.; Ralph, E. Stroudsburg, Pa.; Jemand, Wilmington, N. C.; Winkie, Charleston, W. Va.; Todd, Mulkeytown, Ill.; and Spud, Yazoo City, Miss.

The prize of one year's subscription to the Enigma is awarded to Wick-o-cincy, (Joseph H. Wickham, Dining Car Dept., Cincinnati, Ohio) who furnished the first complete list of answers and in addition submitted some fine contributions.

**New Puzzles**

1. CHARADE (5)

Ere you COMPLETE to solve this rhyme  
I PRIME of you to scan it well,  
I'm sure you'll find a clue LAST time  
So now commence, no more I'll tell.  
Brooklyn, N. Y. Gemini

2. PENTAGON

(Defined by New International Dictionary)

1—A letter,  
2—Master (obs. or Dial. Eng.),  
3—An Island in the Mediterranean,  
4—A fair and worthy lady in Shakespeare's "Measure for Measure,"  
5—A Turkish sailor,  
6—A small stone in or by a stream,  
7—A large skin boat (Alaska),  
8—Brassy (Rare),  
9—Geol. A narrow ridge of gravelly or sandy drift, deposited by a stream in association with glacier ice.  
Baltimore, Md. Comrade

3. MUTATION

O, I MOVE THE STILL COWS

That placidly browse  
Where engines whizz past.

My ear-piercing blast

The dead might arouse.

O, I MOVE THE STILL COWS!

St. Louis, Mo. Molemi

4. DIAMOND

(Defined by New International Dictionary)

1—A letter,

2—By,

Two prizes, each of six months subscription to the Enigma, the official organ of the National Puzzler's League, will be awarded for the two best lists of solutions to these puzzles.

To receive proper credit all lists of solutions must be in my hands by March 5; the answers and solvers list will be published in the April issue.



**Senior Vice President Shriver Offers Handsome Prize**

Readers of this department will be glad to hear that Senior Vice President George M. Shriver has offered a copy of the unabridged edition of the New Standard Dictionary as a prize to be awarded to the Baltimore and Ohio employe who, in the judgement of Mr. Pyror, shall have done the best all-around work for this department during the first six months of 1923. Announcement of the prize winner will be made in the September issue.

- 3—More mentally sound,
- 4—(Scots Law) Indicted,
- 5—Deserters from a cause,
- 6—Narrated,
- 7—Plans or schemes,
- 8—Dead (Obs.),
- 9—A letter.

El Paso, Tex. Osaple

**5. BEHEADMENT (4)**

Paddy worked hard at shoveling dirt, And the sweat had thoroughly soaked his shirt;

Then he began to FIRST and slowed up a bit

When it looked like the foreman would have a fit.

His SECOND was raised, so he said to Pat: "Phat the divil are ye lookin' at?"

Don't you know ye're not worth your pay If ye stop to loaf your time away?"

Cumberland, Md. P. M. P.

**6. RHOMBOID**

- Across:
- 1—Stupid,
  - 2—Relatives on the mother's side,
  - 3—Purloins,
  - 4—An East Indian herb,
  - 5—(Prov. Eng.) To stiffen,
  - 6—Expresses contempt by a sneer.

- Down:
- 1—A letter,
  - 2—In law, an action,
  - 3—Portions of cricket-fields on the batter's left,
  - 4—(Siam) Pagodas or temples,
  - 5—(Prov. Eng.) Ladders,
  - 6—Ferments,
  - 7—Killed,
  - 8—(Local English) The smew,
  - 9—Evening,
  - 10—(Norse myth) Tyr, the god of war,
  - 11—A letter.

St. Louis, Mo. Gi Gantic

**7. ANAGRAM**

I BEHOLD A TRAIN TO HOME

Here's the best friend we all know!

It takes us where we want to go,

And when we've no more need to roam

It brings us safely back to home.

Baltimore, Md. N. Jineer

**8. SQUARE**

- 1—Worked,
- 2—Lacking the essential form,
- 3—Precepts,
- 4—Salts of oleic acid,
- 5—To replace,
- 6—One who enters,
- 7—The last course at the table after the meat is removed.

Johnstown, Pa. Tom Crestmore

**9. CURTAILMENT (5)**

(To C. Lion)

Lo, there Ah-thah! How yo' is?  
Aint scen yo' fo' ages!  
Sho' am TWO and trully glad  
To fin' yo' 'mong de sages!  
Sho' did take a long, long time  
To git yo' in de FIRST of rhyme!  
Yo'll soon be most ez bad ez I'm  
Writin' fo' desc pages!

Baltimore, Md. Martelia

**10. PYRAMID**

- Across:
- 1—A letter,
  - 2—To obstruct,
  - 3—Dating from one's birth,
  - 4—Serenades,
  - 5—Possible, but not actual,
  - 6—Essential requisites.

- Down:
- 1—A letter,
  - 2—The seventeenth letter of the Hebrew alphabet,
  - 3—A franchise or privilege,
  - 4—In old Greek music, the upper tone of the disjunct tetrachord,
  - 5—Challenges,
  - 6—Plates or shallow dishes,
  - 7—A devil-fish or gigantic ray,
  - 8—The resting place of a wild boar,
  - 9—A cebine monkey,
  - 10—A li,
  - 11—A letter.

Baltimore, Md. Red Crow

**11. TRANSPOSITION (5)**

(To Gem)

Who PRIME his way in shame and sin  
Till life has ebbed away,  
Shall hear no welcome "Enter in,"  
At close of Judgment Day.

So reads the Record: Be it so;  
Yct mercy claims a right  
To snatch from SECOND'S scorching glow  
The luckless, crring wight.

If trusting faint in doctrines past,  
The scentence he has heard,  
May mercy give to him at last  
A cool seat in the THIRD!

Lafayette, Ind. Towhead

**12. HEXAGON**

- 1—Greater,
- 2—The field camomile,
- 3—To come or go back,
- 4—The arch or ridge over the cye forming the upper edge of the orbit,
- 5—Errors or mistakes in writing or printing,

- 6—The whole sum or amount,
- 7—To perambulate.

Chicago, Ill. Mentor

**13. MUTATION**

Across the land on speeding train;  
Through tunnels, dark and long.  
The TOTAL, oft, you have SEEN REIGN  
With hands, on throttles, strong.  
Real kings, indeed, these faithful men  
Who, ev'ry night and day,  
Brave death, and at each danger grin,  
As they speed on their way.

Corinth, Miss. Fred Domino

**14. DIAMOND**

- (All New International Dictionary)
- 1—A letter,
  - 2—A flattish mass of anything soft or moist,
  - 3—Yielded,
  - 4—The head of a squad of ten soldiers,
  - 5—A nail-tailed wallaby,
  - 6—Profit,
  - 7—(Gr. Relig.) The festival with games celebrated every fourth year at Delos in honor of Apollo,
  - 8—Decay,
  - 9—A letter.

Mulkeytown, Ill. Todd

**15. HALF SQUARE**

- 1—A letter,
- 2—A New Zealand fortified village,
- 3—A small molded mass,
- 4—The top of the head,
- 5—A plate or shallow dish used in church,
- 6—Conspicuous,
- 7—An ecclesiastical letter of indulgence (Obs.),

(Continued on page 39)

**All Puzzlers—  
Please Note This Error!**

In printing Puzzle No. 1, anagram by Miss Olive W. Dennis, on page 30 of the December issue, the word "Company" was spelled out in full and should have been abbreviated "Co." It is most unfortunate that this beautiful piece of puzzling work, the first by Miss Dennis to be published in our Magazine, should have been spoiled by an error on our part, especially in view of the particularly nice compliment paid to Miss Dennis by Mr. Pryor and the natural greater interest thereby attached to the puzzle. We apologize not only to Miss Dennis and Mr. Pryor, but also to the puzzlers who have spent a good deal of time trying to solve the anagram, without avail, because of the left over letters "m, p, a, n, y."

We trust that those who have tried and failed will recast the puzzle with the "Co." instead of the "Company" and work out the beautiful and appropriate answer intended by the author.



# Women's Department

Edited by Margaret Talbott Stevens.



## Every Baltimore and Ohio Woman Has a Chance to Win One of These Lovely Prizes

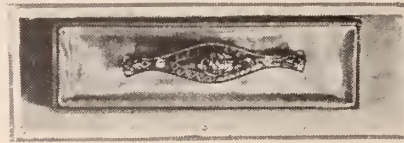
**I**F you work for the Baltimore and Ohio, or if you are the wife, daughter, mother or sister of a Baltimore and Ohio employe, you have a chance to win one of the lovely prizes shown in the accompanying pictures.

In December, 1923 the MAGAZINE will award four prizes—a wrist watch and three handsome bar pins—to the four Baltimore and Ohio women who submit the most helpful article for the Women's Department during the year. There is no limit to the number of articles that any contestant may send in; if one article does not win a prize, another may. For example, you may send in an article in time for the March issue of the MAGAZINE, and then around June or July, you may think of something that you believe to be even better than the first one. Send in something every month, if you wish.

Such an article may simply take the form of a letter to the editor of the Women's Department, telling her how you solve some of your household problems, or giving some good recipes and telling why you consider them best adapted for the purposes for which you use them. A good story or a recipe will make a nice entry. Read the story of President Willard's doughnuts and you will see how a recipe may be made interesting. Or, turn back to some of the old issues of the MAGAZINE and you will find any number of recipes "with tales to them."

In the October and November issues there appeared in the Women's Department

two stories by Mrs. E. F. White, the one on "How to Make Good Coffee," the other, "How to Hold a Husband." In this number there appears a photograph and story by Mrs. Henry Routenberg, telling how she made her little girl's dress from one of the patterns shown in the MAGAZINE. In the August, 1922 issue there is a story of the first days at school for little people. All of these are good types of what might be termed "a helpful article." Indeed, anything that in any way may be interesting to women in general is a helpful article.



Girls in the offices who come in contact with so many people daily will be able to write of many things in connection with their work, their recreations, their hobbies, and even about their associates with whom they work; articles on business getting for the Railroad, stenography, filing, doing one's best work in an office, helpful hints on systematic handling of whatever work you may be doing. The article on voting, in the October issue, by Katye Coplan, is a good idea of a helpful article.

If you are poetically inclined, you may wish to "say it in rhyme," or, if you can draw or paint, "say it with a picture." Whatever your entry may be, pictures of

any kind to illustrate it will make it all the more interesting. Illustrated recipes or ways of doing things are especially helpful. For example, if you are telling how you make bread (and by the way, we need good bread-making recipes), get somebody to take a snapshot of you (or you take one of someone else) with the ingredients all ready to start. The next picture will show you mixing the ingredients or kneading the dough; the next, the bread being put into the oven, and the last, a plate of biscuits or a loaf of the freshly baked bread.

Do not think that you are expected to submit a wonderfully written article; a simple letter telling how to make or to do something or your ideas on some helpful subject is all that is necessary. Do not worry for fear your English may be poor or your spelling bad; the idea is the principal thing; your letter will be carefully edited and all mistakes corrected before it is printed. Let every girl or woman who is employed by the Baltimore and Ohio, and every wife, daughter, sister and mother of Baltimore and Ohio employes enter this little contest. Begin sending in your entries right away. You may send only one or a half-dozen or more. The sooner they reach the MAGAZINE office, the better. Do not wait until the last minute when so many will be coming in at once that it will delay the decision of the judges. The contest closes on October 31 and the names of the prize-winners will be announced in the December issue.

Send all contributions for the Women's Department to:  
Margaret Talbott Stevens, Associate Editor,  
Baltimore and Ohio Magazine,  
Mt. Royal Station,  
Baltimore, Maryland.

### The New Year Is Here

By Marie Lechner, Dorsey, Md.

The New Year is here,  
The snow flies fast,  
'Tis a splendid time  
For our sleds at last.

The trees are heavily  
Loaded down  
With icicles reaching  
Quite to the ground.

Swiftly we fly  
Down the long hill,  
Watch out, little girl,  
For a jolly, good spill.



These handsome prizes will be awarded to the women who send in the most helpful contributions before November, 1923



## Culinary Column



## President Willard's Favorite Doughnuts

WHAT more tempting delicacy can you name than nice, crisp, brown doughnuts, with white powdered sugar shaken over them? Remember how, when we were children, we stood up on our tip-toes and watched Mother as she dropped the yellow rings into the hot fat and lifted them out with the long, wooden fork? Then she put them into the colander or on a board to drain off any surplus fat and sprinkled on the powdered sugar. How we did beg for the hot ones! And sometimes she would drop in the little round circles that came out of the center, and these would puff themselves up into round, brown balls. These were what we used for our "party" with the dolls. "Them days" may be "gone forever," but the doughnuts still remain. Let us hope that they will never go out of fashion.

One day recently there came into the MAGAZINE office one of our colored pensioners, Frank Gonzales, whose picture appeared in the December issue. In recalling the events of the early days, Frank casually said,

"Yes, Miss, and I worked on President Willard's car."

"And did the president like any dish especially well?" we asked.

"Oh, yes, Miss, he had his favorite dishes," replied Frank, "and one I remember is *Doughnuts*."

"Doughnuts!"

"Yes, Miss, and we made them from a recipe which Mr. Willard's sister once gave me."

Of course, we asked him for the recipe right away, and he brought it to us a few days later. We sent it to President Willard, who agreed that this was his favorite. So now here it is for all of us to try out for ourselves.

1 cup sugar  
3 tablespoons melted butter  
1 1/2 cups sour milk  
1 teaspoon soda  
Pinch of salt  
1/2 teaspoon spice  
1 egg

Enough flour to make soft dough

Let dough stand for two hours to rise before cutting out to fry.

We should appreciate some good salad recipes from our women, also some good recipes for making various kinds of soups.

—Associate Editor

## Her Mother Says that Louise's Dress Was Easy to Make

HERE is a picture of Louise, the little daughter of Assistant Division Engineer Henry Routenberg, Baltimore Division, and her mamma. Louise is all ready to take a nice trip on the Baltimore and Ohio with her mother, her daddy, and her little brother Tommy.

The serviceable blue taffeta dress which Louise wears was made by her mother from pattern No. 4016, which is pictured here. Louise is a bit tall for her age, so her mother added the extra flounce at the bottom of the dress and the sleeves were made straight instead of puffed; otherwise, it is exactly like the pattern.

Mrs. Routenberg, who has had but little experience in sewing, tells us that she found the pattern simple and easy to handle. The trimming used is picoting and stitching in jade silk, with a two-tone ribbon of jade and dark blue ribbon for the waist. The picoting was done at Stewart's department store, Baltimore, at a cost of ten cents a yard. It decorates the sleeves and the bottoms of the flounces and does away with hems. All of the stitching is done by

hand. The little tucks were first put in with a running stitch in black sewing silk, then with a backward stitch in jade silk.

The pattern used was for an eight year size and, with the extra flounce, required three yards of material. It comes in sizes four, six, eight and ten years. Without the flounce the ten year size requires two and one half yards of material. The pattern may be had by filling in the regular pattern coupon and sending it with 12 cents in stamps to THE FASHION LADY, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Maryland.

The Fashion Lady would like to get in touch with other Baltimore and Ohio girls and women who make their own clothes. Send her your names and she will be glad to send you a letter advising how you may get without cost the material for a pretty dress.

Alf: "Ard working woman, your wife, Bill."

Bill: "She is that; wish I 'ad a couple more like 'er."—*Passing Show*.



LOUISE AND HER NEW DRESS

Left: Mrs. Henry Routenberg, wife of assistant division engineer, Baltimore Division, and her little daughter, Louise. Upper right: the back of the dress. Lower right: the pattern from which the dress was made. This pattern comes in sizes 4, 6, 8, and 10 years, price 12 cents in stamps. Use the coupon when ordering



# What the Fashion Woman Told Me

By Peggy

**T**HE Fashion Woman, who designs the patterns for this page, lives in New York. She gets our fashion news from all over the world. She picks out the prettiest as well as the most practical frocks from this great array of fashions, adds a few touches here or drops a hem there, and designs just the nicest things for us to wear. She tries to find something for each one of us; she has frocks for the girl in the office, dainty aprons and house dresses for those who stay at home, sensible little dresses for school wear, pretty little knick-knacks for the baby, and even many practical suits for boys.

In her up-to-date fashion book (which may be purchased for 12 cents) are many color plates showing 500 designs for women's, misses' and children's patterns. There is also a helpful article on home dress-making, and the patterns themselves are so simple that the beginner need not hesitate about trying any of them. Some of these attractive patterns are shown on this page. These patterns are now only 12 cents each. Use the little coupon in ordering patterns, or, if you do not wish to clip your *MAGAZINE*, write all the necessary information on a separate piece of paper and enclose this, together with 12 cents for each pattern or fashion book ordered, and send to:

The Fashion Woman,  
Baltimore and Ohio Magazine,  
Mt. Royal Station, Baltimore, Maryland.

## Brads and Ornaments

For dress trimmings, the Fashion Woman says that just rows and rows of braid will be found everywhere. The braid need not be of the color of the dress, but it must harmonize with it. Black braid makes a nice finish for almost any color. We find soutache braid in wide borders on skirts and on bell sleeves. It also appears in close lines on the large bertha collars which are being worn so extensively, and on hip bands and belts.

Buckles, clasps, and large, fancy buckles as well as ornaments of every style find a place in decorating the otherwise plain dress. If you have any old jewelry or ear rings which you do not care to use, make them into ornaments to trim your dresses. A pretty wedding dress which I saw



form the bateau neck. Then, catch them at the lower corners and stitch upward, allowing plenty of space for armholes. The short sleeves are finished off with a wide fold of silk or satin to match the color of the handkerchiefs. A fold of the same material may be added to the lower edge; or, if you wish, fasten a little tassel of contrasting color to hang from each side of the blouse.



recently was simply made of white duchess satin, whose only ornament was a cluster of pearls which caught up the gown on the left side, just below the hip.

## New Uses for the Bandanna Handkerchief

I wonder if this fashion of wearing silk bandanna handkerchiefs did not come down from the days of Chivalry, when the ladies wore the kerchiefs of their favorite knights? The French girls began the fashion by wearing these large figured handkerchiefs tied on their arms; now we see them used as collars and girdles, and even as waists and blouses. Two large handkerchiefs make a blouse. No cutting is done. Simply lay one handkerchief on top of the other, stitch from the two upper corners toward the center, leaving an opening large enough to get the head through, the opening to







Washable flannel makes a nice bloomer dress for the little six-year-old. The sleeves, pocket, and side edges of the smock are decorated with "pass" stitching in bright colors.

**A Charming Apron**

What a lovely little cretonne apron may be developed from Pattern 4213! Its trimming is the pretty, but inexpensive, 'rick rack braid. Or, it may be made up in black sateen and trimmed in red rick rack, with colored wool flowers embroidered on the pockets. It is always seasonable



and never out of style. The pattern is cut in four sizes, Small, Medium, Large, and Extra Large. The medium size requires 3 3/8 yards of 36-inch material.

**In Panne Velvet or Homespun**

The growing girl now has as much choice in the models for her dresses as has her big sister. Pattern No. 4206 gives her a lovely little dress which might be made up in almost any material. The one shown here was made in brown-toned plaid. Wouldn't it be fetching in blue homespun with henna or orange pipings, or even in black panne velvet for her "bestest" dress? This pattern comes in 4 sizes: 8, 10, 12, and 14 years. The 12-year size requires 3 1/4 yards of 44-inch material.

**For Any Occasion**

Then there's the little miss of 6, 8, 10, or 12 years who would like pattern No. 4207 for a school dress. Serge or checked woolen would do nicely for this, or even velveteen. The sleeve may be either wrist or elbow length. The 10 year size requires 3 1/2 yards of 32-inch material with 3/4 of a yard of 32-inch material for trimming.

**A Dainty Frock for the Little Girl**

Another one-piece model for a little girl is found in Pattern 4203. This style is simple and easy to make. It may have a wrist-length fitted sleeve, or one of elbow length with a smart little upturned cuff. Jaunty patch pockets are both ornamental and serviceable. This pattern comes in 4, 6, 8, and 10 year sizes.

**PATTERN ORDER BLANK**

The Fashion Woman  
Baltimore and Ohio Magazine  
Mt. Royal Station  
Baltimore, Maryland

Please send to the following address the patterns listed below. I enclose 12 cents (stamps, check, or money order) for each pattern or Book of Fashions.

Name .....

Street .....

City ..... State .....

Pattern No. .... Size .....

Pattern No. .... Size .....

Pattern No. .... Size .....

Pattern No. .... Size .....

**UP-TO-DATE BOOK OF FASHIONS**

Send 12c in stamps, check, or money order, for our UP-TO-DATE BOOK OF FASHIONS.

**With Decoration of Soutache Braid**

The stout woman will welcome pattern No. 4217, whose circular skirt sections are set over a panel front and long waist sections. The square-cut neck is especially becoming. The sleeve is new and attractive. Broadcloth, panne velvet or serge will lend itself nicely to this pattern, which is cut in seven sizes, 36 to 48 inches, bust measure. Braided bands of soutache form the trimming.

**Dear Women Readers:**

Tell me how you made your last new dress, your hat, or your sweater; how you furnished or decorated your room; what you prepare for your children's lunches; how you and the other women of your church or society held some festival or outdoor picnic, entertainment, or oyster supper. Send me some new recipes, jokes, or household hints which you have found interesting or useful; tell me how you go about getting your housework done so that you still have time to read and sew and do the little things that you like to do. Tell me about some nice trip which you and your family took. What kind of a house, lawn and garden do you like? Send me pictures of your prettiest flower bed (with yourself standing by); of your table as you arranged it for a party, or describe the nicest entertainment to which you ever went. Have you made friends with the new teacher in your neighborhood? Do you like her, and why?

These are but a few of the things that women ask to see in the MAGAZINE. If you can discuss any one of these, you will be helping me wonderfully. If you have a talent for drawing, won't you let us enjoy a bit of it? Perhaps you are handy at making place-cards, party-favors, etc. If you are, won't you tell me about it, or send me samples showing how these are made, so that our women readers in other parts of the country may know what other Baltimore and Ohio women are doing? If you prefer that your name be not used in connection with the article just tell me so in your letter. You may also give me any fictitious name that you wish me to add.

It will give me great pleasure to have you write me from any point of view.

Yours sincerely,

*Margaret Talbot Stevens*

Associate Editor



# Our Little Railroaders

*Oh, here are children's letters!  
Run, Tommy, dear, and Sue—  
Get out your longest pencil  
And let us write one, too.*



*Oh, let's make up a story,  
And send our pictures, too,  
I s'pect that Old Aunt Mary  
Will be awf'ly glad, don't you?*

## Prize Winners in the Safety Contest

ALL of the little people who entered the Safety Contest will be glad to learn the names of the prize winners, so we shall give them here before we go any further:

Beulah Hoar, Brunswick, Maryland, first prize among the girls; John Gianfagna, Staten Island, New York, first prize among the boys. Other prize winners in order were: Marie Clemmings, Newark, Ohio; Viola Wolfe, Chillicothe, Ohio; Elsie Elizabeth Glanzer, Jessup, Maryland; Myra Gill, Baltimore, Maryland; Harry Nokes, Brunswick, Maryland; Evelyn Laura James, Chicago, Illinois; Gladys Shaw, Fairmont, W. Va.; Marion Wolfersberger, Somerset, Pa.; Helen May Leslie, Pittsburgh, Pa.; Helen Robinson, Cumberland, Maryland; John Cullinan, Pittsburgh, Pa.; Lena Reis, Deer Park, Maryland; John F. Beall, Uniontown, Pa.; Harley B. Kight, Keyser, W. Va.; Martha O'Gilvie, Morgantown, W. Va.

A number of girls and boys from East Brunswick School, who entered the contest, sent their entries to the State Fair at Frederick, Maryland, and did not get them back in time to enter the contest with the other children. You will be glad to know that the little people of that school are going to write the whole of the Children's Page for one month during this year. (If any of you little folk attend a school where there are 20 or more Baltimore and Ohio pupils who attend, kindly send your name to Aunt Mary, who will be glad to write your teacher about letting her little Baltimore and Ohio girls and boys write the page for some other month.)

A number of little people who entered the contest, did not get their papers finished in time. Many of you tried very hard but did not succeed in getting lists which you thought long enough to send in. Aunt Mary is so glad to know that you tried, anyway, and she thanks you for trying. Perhaps you will be more successful in the next contest.

Some of you made up nice, long lists, but they were not "Safeties," as John Gianfagna calls them. That is, they told

of lots of kind acts which you had done, but of few acts which kept someone from getting hurt. It is splendid to know that our little people are doing many kind acts each day, and even though you did not win a prize, you may be sure that each little thing you do to help somebody else makes you a better girl or boy, will make people love you more, and will help make the world better.

The prize-winning lists were splendid. Beulah Hoar did lots and lots of things for Safety. We shall publish some of them soon and also Viola Wolfe's Safety essay. Martha O'Gilvie did not send in a long list, but she tried very hard. Evelyn James gave some fine Safety Rules; her brother is a Safety Patrol of the Boy Scouts and stands at the street corners to help the school children across. Marion Wolfersberger warned a number of people about crossing the street before approaching cars. Marie Clemmings received 195 credits for the many safety items she had on her list.

Gladys Shaw's paper was a good one. She would have gotten a big prize if her items had been Safety items. Most of them were kind deeds and although we were pleased to have them, we could not count them as "Safeties."

John Gianfagna probably has done more for Safety than any other of our little people. Of course, John lives in New Brighton, Staten Island, where more things happen than in the towns and villages where most of us live, so he had a better chance. But John always keeps his eyes and ears open, and we believe that he will make a real little Safety man. Every one of our little people can go on being little Safety men and women, even without a contest. No matter what work we do when we grow older, we shall need to be careful always. Accidents happen everywhere.

When you go along the streets and see poor blind beggars, men and women, and even little children, walking on crutches, don't you always feel so thankful that you have two good hands to work with, two



Harvey Gaumer, Point Marion, Pa. His father's tool house is in the background. Harvey has drawn a cartoon for our Children's Page





"Jiggs"—after receiving a wallop from "Maggie."  
Drawn by Richard Fritz, Pittsburgh, Pa.

good feet to walk with, two splendid eyes to see with, and a fine, healthy body? I am sure that you do, and that you will want to keep yourself strong and well.

I once heard a story of a little boy who thought he was very poor, because he didn't have the things that his playmate, a little rich boy, had. Then, one day, the little rich boy got hit by an automobile and had to have both legs taken off. He couldn't walk and run and play ball; he couldn't swim nor ride his handsome bicycle; he couldn't ride his pony or go coasting in winter; he couldn't do any of the things that his playmate did.

Then little Joe, the poor boy, sat down to think it over. "My!" he said to himself, "I wouldn't give my legs for ten thousand dollars. What good would the money do me if I couldn't play and have a good time? Poor Dick! I used to think that he was rich. Now I know that I am rich, for any little boy who has two strong legs, two good arms, and two eyes can always be happy."

So let us all take good care of our riches so that we may be neither blind nor crippled. And let us do everything that we possibly can to keep other people from getting hurt. We don't have to go outside of our own homes to do that, but wherever we are, at all times, **LET US DO THE SAFE THING FIRST.**

Other little people who entered the contest are:



Little Mary  
Drawn by James Moore, Pittsburgh, Pa.

Rosalie Swink, Connellsville, Pa.; Katherine Divers, Katherine Harrison, and Margaret Harrison, Brunswick, Md.; Margaret Kelly, Baltimore, Md.; Juanita Barnhart, Brunswick, Md.; Lillian Reay, Baltimore, Md.; Lena Reis, Deer Park, Md.; Mary Jones, Belleview, Pa.; Lenore Taylor, Aiken, Md.; Nancy Blanche Trainor, Chillicothe, Ohio; Marie Lechner, Dorsey, Md.; Ruth Jones, Baltimore, Md.; Dorothy Cassady, Marysville, Indiana; Esther V. Righter, Roslyn, Md.; Joe Feeney, Granite, Md.; Bernice Conklin, Glen Easton, W. Va.; Margaret Csornyei, Baltimore, Md.; Jessie Catalano, Baltimore, Md.; Floyd Roy Abernathy, Lebanon, Illinois; Lillian Mudge, Cumberland, Md.; Mildred Dixon, Weston, W. Va.; Helen Robison, Cumberland, Md.; Katherine Divers, Brunswick, Md.; Edner Williams, Baltimore, Md.; Maxine Moler, Brunswick, Md.; Lillie Carroll, Brunswick, Md.; Harvey Gaumer, Point Marion, Pa.;

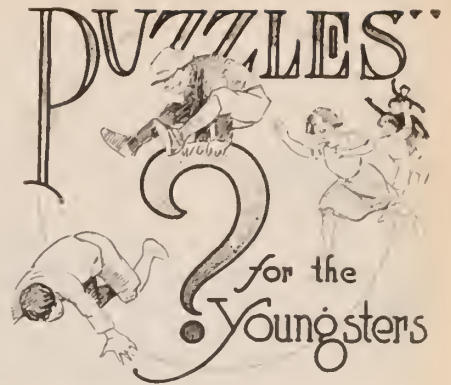


Freda Michael's little cousin from Canada paid Freda a visit, and Freda, who lives at Somerset, drew her cousin's picture for our page

Virginia Lorraine Jordan, Weston, W. Va.; Pauline Ila Jordan, Weston, W. Va.; John Cullinan, Pittsburgh, Pa.

Ruth Carey, Meriam Griffith, Julia Crummitt, Abraham Frocke, Bernard Hecker, Thurza Moler, Tiny Stockdale, Ethel Merriman, Clayton Hanes, Mary Null, Sarah Kimes, John Brady, Frances Whitney, Pauline Cadle, Etta Crummitt, Ethel Mills, Victor Kifer, Fannie Allen, Russell Ritenour, Albert Anderson, Alden Huffman, Nellie Woods, Gladys Ayres, Helen Jewell, Harry Henderson, Robert Cornelius, Donald Bralb, and John Price, all of Brunswick, Md.

Reggie: "I told her I was going to kiss her once for every step of the way home."  
Archie: "And what did she do?"  
Reggie: "She went upstairs and put on a hobble-skirt."—Answers.



Answers to November Puzzles

THE answers to the November puzzles are: No. 1, S-word; No. 2, S-h-cars; No. 3, Blunderbus (Bl, under Bus); No. 4, Lovers (L over S).

Those who sent in correct answers are: Mabel C. Porter, 1602 W. Lexington Street; Evelyn Luh, 1818 W. Lombard Street; Evelyn Eaton, 2375 E. Madison Street, and Anna Danz, 2342 E. Monument Street, all of Baltimore. If you guessed currant, plum, pear those, then the following riddles will be easy. Mr. Towhead wrote them for us.

1. Cut off the first letter of a word meaning an odd number and leave it even. (Five letters in the word.)
2. (This is a charade. The answer is a word of seven letters.) The WHOLE came and delivered a letter to his hired SECOND, who was leaning against a FIRST.
3. (This is a charade. The answer to this is also a word of seven letters. It's a little bit harder than number 2.)

My WHOLE, a word of seven letters, is the name of a very common small bird. The first four letters spell a word meaning a necessary part of every sailing vessel. The last three letters form a word meaning to propel a skiff.

A set of six Baltimore and Ohio post-cards will be sent to each little girl or boy who sends in the correct answers to these three puzzles.



HANS AND GRETCHEN  
This Dutch boy and girl were drawn by Philip Chapman, 12 year old son of outbound billing clerk, Camden Station





All Drawings Copyright  
Scientific American Pub. Co.

Hudson River Bridge, drawn to scale, imposed upon the skyline of New York. If one anchorage were placed at the Battery, the

For the purpose of terminal operation and to reduce the cost of city trucking to a minimum, the marginal terminal will be divided into individual terminal units, each about 1300 ft. long. Cars will be classified on the New Jersey side for these various terminal units. Carload lots inbound for individual terminal units will be delivered to the terminal company in New Jersey

and delivered by them later to the Manhattan terminal in standard cars without breaking bulk. Less than carload lots will be transferred to containers in New Jersey by original road or by operating company and then delivered to Manhattan. Vice versa, out-bound carload lots will be loaded direct into standard cars and L. C. L. will be loaded into containers and moved to New Jersey to be classified, or transferred at Manhattan Terminal into proper road cars of the forwarding company.

The freight of Manhattan Terminal is to be handled largely by tractors and trailers or containers over the platforms and by elevators between various floors, on the principal of one way traffic and avoidance of fouling. The trucks handling the street platforms for delivery of freight to and from terminals are similarly operated on the same principle of loops and with the proper use of all cross streets to disperse the traffic into the city without congestion.

#### Shipping Interest

One of the decisive reasons why this terminal was located along the east side of West Street and which had a great influence on the general design of the terminal, was the possibility of rehabilitating and rejuvenating the entire water front of the Hudson River between Cortlandt Street and 46th Street and furnishing large additional capacity to the existing piers.

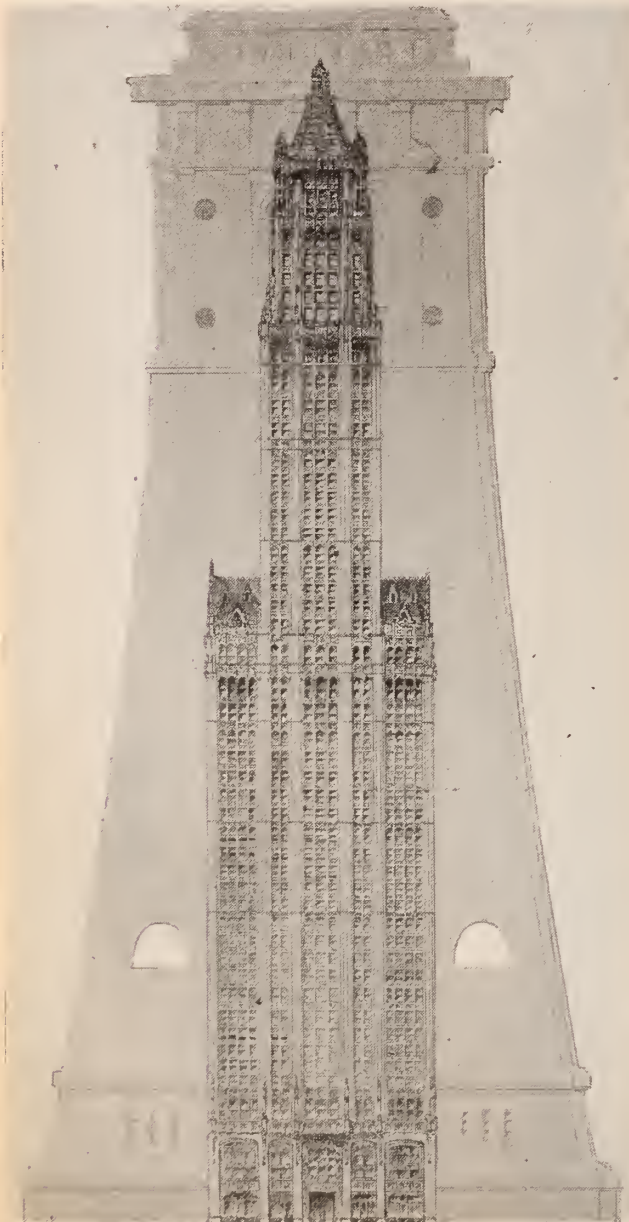
The marginal terminal is provided with elevated galleries crossing West Street connecting the warehouse with the piers so that freight to and from the terminal can be transported direct to and from shipside by tractors and trailers.

Although it is believed that heavy cargo steamers must eventually seek the railhead connection in New Jersey, the Hudson River waterfront is used for steamers carrying passengers primarily, and incidentally high class freight. It is expected that such use of the waterfront will increase largely with such increased facilities as are contemplated.

Some portion of the cargo of these passenger ships will come by lighter but a growingly large part can be brought direct by the

## The Hudson

(Continued)



—Courtesy Scientific American  
The Woolworth Building 151½ feet by 792 feet, looks slight against the bridge tower, 400 feet wide by 840 feet in height



The main span, 3240 feet in length, could accommodate three of the world's weight is 1,160,000 tons, it would fall far s





would stand to the north of Grand Street. The bridge would dwarf even the towering office buildings of lower Manhattan

—Courtesy Scientific American

# River Bridge

(page 7)

railroad to the individual terminal units or section of the terminal opposite the vessel's pier, and the freight can be unloaded at the freight platforms as a part of the terminal work and carried by

trailer into an upper warehouse floor of the terminal warehouse and held until called for by the ship's stevedores or vice versa. Or instead of passing such freight through the general warehouse floor, a pier owner could lease a floor or floors of any size required, to handle such work through his own agencies, and even bonded warehouses or Free Port Zones could be provided for unloading inbound cargo into.

The plan has been conceived on the assumption that the freight terminal facilities will be operated by a joint operating agency, giving all connecting railroads equal opportunity for delivery and collecting freight in New York or doing such work for them.

It is believed that such terminals in Manhattan will add greatly to the growth of the shipping interests as well as the business interests of the Port and with a very large saving in gross handling costs, as well as with profit to the undertaking.

As in the case of the Union Station, the freight terminals will permit of profit from such by-products of the undertaking as the renting of warehouses and lofts above the terminals for industrial and shipping needs, and the gross revenue will be largely increased by the change in living and business conditions brought about by the new economies possible from the facilities provided.

## New Jersey

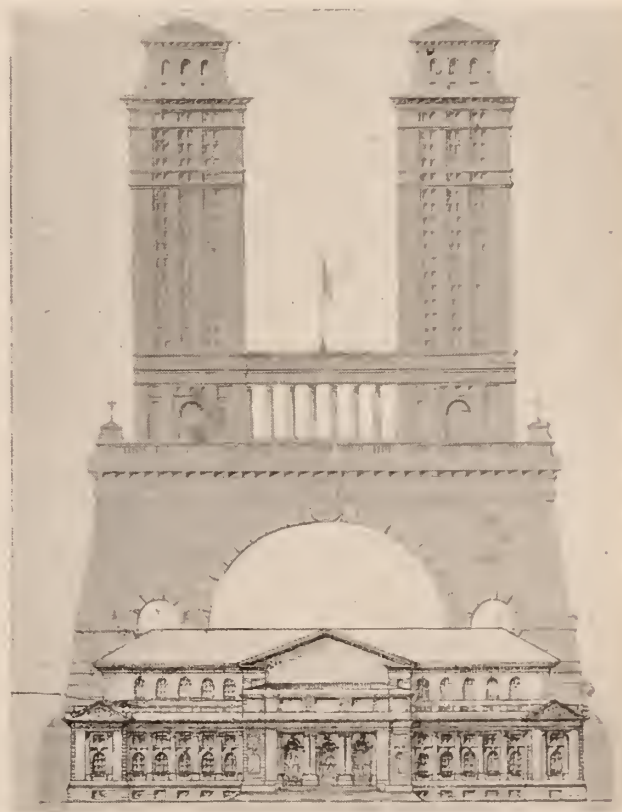
The benefits of the Bridge to New Jersey and Northern New Jersey open up tremendous business possibilities which each individual can visualize for himself; but the result will be a greater Brooklyn on the west bank of the Hudson River.

## Economic Features

The Bridge is a tool of great carrying capacity so located that its terminals can diffuse its traffic through the city without congestion. In this and in its ability to make economic changes in the present business methods of the population of the district,

lie the potentialities for usefulness which are the compelling reasons for its construction.

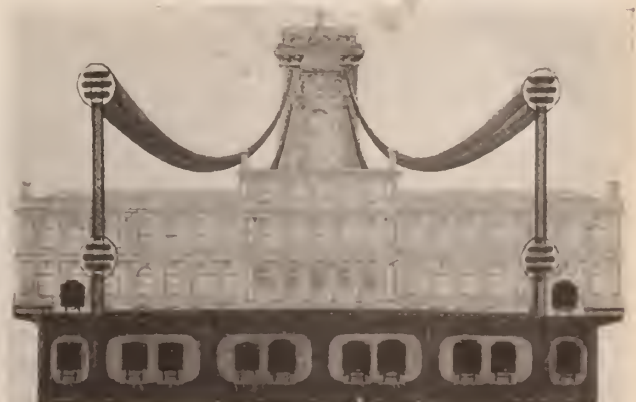
(Continued on page 34).



—Courtesy Scientific American  
An anchorage compared with 42nd St. Public Library. Width, 375 feet; depth 400 feet; height to top of office buildings, 500 feet



—Courtesy Scientific American  
fast steamships with 400 feet to spare. Although their combined weight of the main span



—Courtesy Scientific American  
So wide is the bridge (220 feet) that the City Hall, New York, could rest upon its upper deck, with a few feet to spare



## The Hudson River Bridge

(Continued from page 33)

Figures of cost have been avoided as they are confusing except to an expert, but under an ordinary sequence of importance and probability of financing, the bridge will be built for its vehicular traffic and Union Passenger traffic and then rapid transit and freight facilities added as separate financial undertakings, as and when needed.

It is felt that to the owners or users of the bridge, whether they be individuals, industries, railroads, public utilities or municipalities, in or out of the Metropolitan District, the undertaking will mark a profitable and far reaching advance in service to all concerned and also properly reward their financial support.

To the believer in Americanism, it is clear that the public is entitled to health, comfort and happiness in the consideration of any economic question. The bridge will give an increasing measure of all three for all time.

To the student of political economy, the expenditures involved are proper for this day and generation as they are primarily for the creation and improvement of permanent property for the production of direct service to the people for their material welfare.

The magnitude of this single unit of equipment and the field of usefulness of its terminals are both so unprecedented that when the bridge has been built the historian will record that in no other place in the world would such a bridge be justified or made to pay its way. And he will further say that at no other place in the world could the facilities it affords have possibilities of beneficially affecting the lives of so many people.

Yet America's metropolis is even now so great in population and industry and its future so assured that its need for such facilities will continue to be unprecedented. And although the completion of the bridge will be an epoch in world progress, it may be regarded as preceding other such bridges which will be required for the proper economic development and upgrowth of New York.

## F. M. Jordan Made Coal Freight Agent on October 1

ON October 1 F. M. Jordan, former division freight agent, Charleston Division, was made coal freight agent at Pittsburgh.

Mr. Jordan was born on December 27, 1884, at South Olive, Ohio. Here he attended the public schools for twelve years, after which he took summer courses in the normal schools of South Olive and Lower Salem, Ohio. He is a graduate of La Salle Extension University, of Chicago, where he took a correspondence course in Traffic.

His first work was in his father's store at South Olive. He came to work with the Baltimore and Ohio in 1906 as rate clerk, Freight Office, Marietta, Ohio. Up to this time he had worked with the Pennsylvania Railroad as truckman and cash clerk. In 1908 he was made chief rate clerk; in 1909, chief claim clerk; in 1910, per cent. clerk, Cincinnati; in 1916, agent and yardmaster at Shawnee, Ohio. Later he served in the capacities of freight agent, Marietta; traveling freight agent, Columbus; commercial freight agent, Wheeling, W. Va.; and division freight agent at Grafton and Charleston, W. Va.



F. M. Jordan, Coal Freight Agent at Pittsburgh

The following statement shows a comparison of the Sulzer and Edwards (Baltimore and Ohio) cars:

Item	Sulzer	Edwards
Builder.....	Sulzer	Edwards Motor Car Co.
Location.....	Switzerland	Sanford, N. C.
Gauge.....	4'-8-1/2"	4'-8-1/2"
Weight-Motor Car.....	130,000#	17,220#
Weight-Trailer...	40,000#	9,350#
	Total 170,000#	26,570#
Horse power.....	200	60
Lbs. per horse power.....	850	443
Kind of transmission.....	Electricity	Mechanical
Seating capacity-car only.....	69	24
Total length-car only.....	70'-0"	33'-10"
Max. Speed-without trailer.....	47 M. P. H.	45 M. P. H.
Max. Speed with trailer.....	37 M. P. H.	39 M. P. H.
Fuel Capacity....	91 gal.	30 gal.
Miles per gal. without trailer..	3.4	7.5

## A Rail Gasoline Motor Car in Switzerland

BECAUSE of the recent installation on our Green Spring branch of the first Railway Gasoline Motor car for passenger transportation put into use by the Baltimore and Ohio, we believe that the accompanying picture of a car of similar principle, used in Switzerland, will be of interest. Concerning it, Colonel Emerson, chief of motive power, says:

"The Sulzer car cannot well be compared with the Baltimore and Ohio motor car, because of the fact that it is a much heavier type of car than ours, and is practically the same in principle as the old General Electric gasoline electric motor cars. This car with trailer weighs 170,000 lbs., while our car and trailer weigh only 26,570 lbs.

## Help for the "Good Neighbor Railroad"

By J. A. Jackson

ON November 23 Bridge No. 230, located at Wooster, Ohio, was discovered on fire by Mr. A. C. Chagnot, foreman of the Weldless Tube Company in that city. He immediately notified Agent DeArment, at the same time sending a force of his own men to help extinguish the blaze. Mr. Edw. Snavelly, city fire chief, and Mr. Harry Walters, service director, also rendered exceptional service in assisting to extinguish the blaze, by sending the city fire department to the scene, although the bridge is located outside of the city limits.

The bridge was damaged to the extent of \$500.00, and the actions of these gentlemen probably prevented its entire destruction. Their prompt action is highly appreciated by the Baltimore and Ohio.

This incident is only another evidence of the "Good Neighborly" spirit that exists between the Baltimore and Ohio and the people along our lines. In appreciation of their valuable service Superintendent D. F. Stevens has written each of these gentlemen a personal letter of thanks for the great service rendered.



Swiss Rail Motor Car—quite a contrast to the car we operate on our Romney Bran



### The Haunting Whistles

By Thomas J. Murray

*in New York Central Lines Magazine*

The whistles drift in haunting, minor calls,  
 Flung by the speeding trains that cruise the night;  
 Far in the distance past the shadowed walls,  
 A rumbling roar to mark their steady flight.

They filter through our dreams, insistent notes,  
 That rise and swoon upon the midnight tide;  
 Repeated signals from the metal throats,  
 That on the listless breezes ride and ride.

Dim couriers of Trade that swirl afar,  
 Their splendid passage we in fancy trail;  
 Linked by the calls that float past night's low bar—  
 The haunting whistles of the gleaming rail.

## B. A. Oatman Winner of First Prize among Magazine Correspondents for 1922

**B.** A. OATMAN, Newark Division, has been the outstanding best correspondent of the Baltimore and Ohio MAGAZINE for 1922 and as such has already been awarded the prize of the fifty volume set of the Harvard Classics, that magnificent collection of many of the best writings of all time in all fields of literature.

Mr. Oatman was represented in every issue during the year and not only submitted newsy and constructive notes himself but also enlisted the help of enough correspondents at outlying points on the Newark Division to cover the division thoroughly from end to end. He was helpful in many other ways, sending in several stories on interesting subjects local to his division but calculated to please the readers of our MAGAZINE everywhere. He responded to practically every appeal sent from the MAGAZINE office and gave us all-around fine support.

The prize was a complete surprise to Mr. Oatman as may be judged from his letter of thanks, as follows:

Newark, Ohio

DECEMBER 25, 1922

Editor, Baltimore and Ohio MAGAZINE  
 Baltimore, Maryland

Dear Sir:

Allow me to thank you for the beautiful set of Harvard Classics which I received on December 23 from the Baltimore and Ohio through the MAGAZINE, presentation being made by H. G. Kruse, our superintendent.

This token of appreciation of my magazine work during the year just ending was received by me with no little surprise as there was such a large field of worthy

correspondents all working toward the same end as I, to make the Baltimore and Ohio MAGAZINE one that will appeal to every official and employe of the Baltimore and Ohio Railroad Company.

I can assure you that my personal interest in the welfare of the Baltimore and Ohio and its MAGAZINE will be gladly given during the coming year.

Yours truly,

(Signed) B. A. Oatman

Newark Division Correspondent

The regularity, punctuality and constructive interest of the notes submitted, besides other qualities, have been taken into consideration in determining the winner of the first prize. They also entered into the consideration of other prize winners for the MAGAZINE for, through an arrangement with one of its advertisers, the MAGAZINE was this year able to give handsome prizes to a number of other correspondents who were deemed most worthy of this recognition.

Sterling silver Eversharp fountain pens and pencils were sent to the following:

E. E. Alexander, Supervisor of Plants, Green Spring.

Oswald K. Eden, Engineering Department, Baltimore.

A. E. Erich, Secretary to Superintendent, Ohio Division.

G. J. Goolie, Office of Division Engineer, St. George.

George W. Haulenbeck, Law Department, Baltimore.

J. A. Jackson, Office of Superintendent, Akron.

M. W. Jones, Secretary to Superintendent, Charleston Division.

Harry B. Kight, Ticket Clerk, Keyser, W. Va.

Edward M. Mannix, Roundhouse Clerk, East Dayton, Ohio.

H. Irving Martin, Relief Department, Baltimore.

John Newman, Terminal Timekeeper, Pier 22, North River, New York.

C. E. Reynolds, Office of Trainmaster, Connellsville.

John J. Sell, Car Distributor, Cumberland.

H. F. Smith, Secretary to Trainmaster, Flora.

W. H. Tarr, Office of Superintendent, Baltimore Division.

To the following correspondents who have also done good work but who have not been able, for reasons beyond their control, perhaps, to show quite the results secured by the above named, a handsome Wahl (Eversharp) fountain pen was sent:

Joseph Beel, Chief Clerk to Superintendent, Cincinnati.

Mary A. Breen, Office of Car Distributor, Pittsburgh.

John Limpert, Office Auditor Coal & Coke Receipts, Baltimore.

Gertrude M. McBride, Office of Division Accountant, Dayton.

Marie Slatterick, Office of Division Engineer, Wheeling.

W. L. Whiting, Chief Clerk, Freight Station, Washington, D. C.

No special significance attached to the kind of gifts sent to our correspondents. It may be highly appropriate to send them writing instruments, but it is not of necessity a reminder that they need use pens and pencils for their MAGAZINE work in 1923. We are on record as preferring "typewritten double-spaced" notes, please!

We have already expressed to all our correspondents our deep appreciation for their cordial support during 1922, and we wish here to reiterate this appreciation, for without their support we could not publish nearly as interesting and comprehensive a MAGAZINE.



B. A. Oatman, Newark Division's prize winning Magazine correspondent



## THE BALTIMORE AND OHIO RAILROAD COMPANY

### Relief Department—Advisory Committee

#### Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
CHARLES H. CRAWFORD.....	Yard Brakeman.....	Glenwood, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

#### Motive Power Department

K. W. GEIDENBERGER.....	Pipe Fitter.....	Newark, Ohio.
WILLIAM A. HODEL.....	Material Man.....	Grafton, W. Va.
PATRICK J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

#### Maintenance of Way Department

WILLIAM A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Assistant Engineer Maintenance.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

#### Statement of Pension Feature

Employees who were honorably retired during November, 1922, and to whom pensions were granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bates, John C.....	Machinist.....	Motive Power.....	Ohio.....	19
Blackburn, Harrison G.....	Carpenter.....	Maintenance of Way.....	Connellsville.....	48
Cadden, Martin M.....	Engineer.....	Conducting Transportation.....	St. Louis.....	50
Carroll, William A.....	Laborer.....	Motive Power.....	Baltimore.....	22
Genner, George.....	Machinist.....	Motive Power.....	Baltimore.....	35
Harter, Joseph.....	Car Repairman.....	Motive Power.....	Wheeling.....	42
Kelly, Austin.....	Machinist.....	Motive Power.....	St. Louis.....	30
Kirby, Louis.....	Station Engineer.....	Motive Power.....	Baltimore.....	31
Lever, John C.....	Claim Clerk.....	Conducting Transportation.....	Baltimore.....	24
Mack, John M.....	Telegraph Operator.....	Conducting Transportation.....	St. Louis.....	15
Schlimmer, Jacob.....	Car Inspector.....	Motive Power.....	Wheeling.....	39
Taneyhill, Millard F.....	Machine Hand.....	Motive Power.....	Baltimore.....	50
Thompson, Thomas J.....	Track Foreman.....	Maintenance of Way.....	Shenandoah.....	47
Walburn, William.....	Treating Plant Attendant.....	Maintenance of Way.....	Ohio.....	15

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1921, \$367, 795.95 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to October 31, 1922 amount to \$4,960, 585.80.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Bradford, Winfield S.....	Laborer.....	Motive Power.....	Monongah.....	Nov. 1, 1922.....	38
Dugan, Lewis.....	Switchman.....	Conducting Transportation.....	Cumberland.....	Nov. 4, 1922.....	39
Gillespie, Hanson W.....	Janitor.....	Test Bureau.....	Baltimore.....	Nov. 19, 1922.....	31
Gore, Joseph N.....	Carpenter.....	Maintenance of Way.....	Baltimore.....	Nov. 18, 1922.....	39
Hanshew, Daniel S.....	Delivery Clerk.....	Conducting Transportation.....	Baltimore.....	Nov. 18, 1922.....	49
Moran, Thomas, Sr.....	Lampman.....	Conducting Transportation.....	Monongah.....	Nov. 13, 1922.....	16
Murrie, John W.....	W. Sta. Repairman.....	Maintenance of Way.....	Connellsville.....	Nov. 18, 1922.....	31
Young, John M.....	Machinist.....	Motive Power.....	Cumberland.....	Nov. 12, 1922.....	35



# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine:  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted Village"

## Michael E. Powell

Michael E. Powell, pensioned hostler, Wheeling Division, was born on July 21, 1856 at Proctor, Wetzel County, West Virginia. He attended the county schools there and worked on his father's farm until 1878, when he was married to Miss Anna Walker. To this union eleven children were born, seven of whom are now living.

He began work with the old Ohio River Railroad as section hand, and when the Baltimore and Ohio took over this railroad, Mr. Powell continued in the service. On April 17, 1901 he was made steam shovel man; on March 18 of the next year he was made car repairer; in 1911, foreman, and in 1913 he was made hostler and was transferred to Brooklyn Junction. This position he held until the time of his retirement.

## Thomas H. Tierney

Thomas H. Tierney, pensioned engineer, Baltimore Division, was born on January 2, 1857. He entered the service of the Baltimore and Ohio on September 1, 1885, as fireman. In 1890 he was promoted to engineer.

## Frank L. K. Sharretts

Frank L. K. Sharretts was born on September 11, 1858. He came to the Baltimore and Ohio on September 5, 1891 as yard clerk, Brunswick. Mr. Sharretts says:

"I began working for the good old Baltimore and Ohio in 1891, under Z. T. Brantner. One month later I was transferred to supervision of J. W. Martin as yard clerk and was always rated as yard clerk up to the time of my retirement.

"On November 7, 1915 I went to the Maryland University and had a serious operation performed. The operation was done by Dr. Page Edmunds, to whom I give credit for saving my life. I consider him one of the grandest men in the profession. The Baltimore and Ohio has a fine, big ward in the hospital where they take good care of the disabled. I was treated fine and fed well. Everything was so clean and cheerful.

"The Baltimore and Ohio has been a father to me. It is the best railroad on the map, always ready to give a helping hand, and I don't see how any employe can help but feel as I do, particularly the old 'war horses.'

"I am thankful to all that after 30 years of service I am released from work and allowed a monthly allowance to help take care of myself and my family in our old days. How could a man help being thankful to the Baltimore and Ohio for this?"

"In conclusion I want to pay a heartfelt tribute to our Brunswick medical examiner, Dr. J. F. Ward, with whom I have been closely associated during my long period of disablement."

## John C. Bates

John C. Bates, pensioned machinist, was born in Chillicothe, Ohio, on September 12, 1857. He attended public schools there until he had completed the grammar grades, and at the age of 18 years he secured employment with the Baltimore and Ohio as apprentice. At the age of 24 he was furloughed and took employment with the Hocking Valley Railroad.

In 1908 he came back to the Baltimore and Ohio as machinist in the shops at Chillicothe. This position he held until March 4, 1921, when his health failed. He was pensioned on November 1, 1922.

Mr. Bates is well liked by all who know him. He has no children but his wife is still living to enjoy with him the rest after his years of labor.

## Thomas F. Quinn

Thomas F. Quinn, pensioned engineer, Wheeling Division, was born in Ireland in

1853. In 1856 his parents emigrated to America, where they made their home.

"In 1868," says Mr. Quinn, "I entered the service of the Baltimore and Ohio as section hand, under my father, who then was section foreman at Norwich, Ohio, now known as Sundale, Ohio, on the Central Ohio Division.

"When the Chicago Division was to be built, General Roadmaster Dav' Lee picked men from each section of the Central Ohio Division for this work. I was therefore sent to Fostoria, Ohio, where I was made foreman of a gang that helped to lay track for the Chicago Division. This work was completed on November 10, 1874.

"I continued as section foreman in Chicago Yard until September, 1875, when I was transferred to fireman, Newark, Ohio. In October, 1880 I was promoted to locomotive engineer.

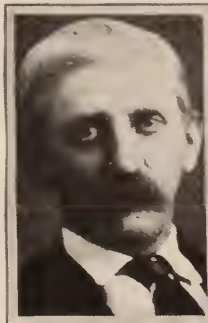
"Two years later I left the service of the Baltimore and Ohio and worked a year on the Nickel Plate. The next year I worked as engineer on the Texas and Pacific. From 1884 to 1900 I worked as engineer on the Cleveland and Marietta Railroad. On the completion of this railroad, it was absorbed by the Baltimore and Ohio, thus bringing me back, in 1901, to the service of this Company, in which I remained until I was pensioned on December 1, 1922.

"I became a member of the B. of L. E. in 1882, Division No. 36, Newark, Ohio. I have continued my membership in this for 40 years. Last November I was made an honorary member of Parkersburg Lodge No. 481."

## Millard F. Taneyhill

Millard F. Taneyhill, pensioned mill machine hand, was born on November 4, 1856. He entered the service of the Baltimore and Ohio as laborer, on April 2, 1872 at Mt. Clare Shop. In 1876 he entered his apprenticeship, completing it in 1880. Since that time he has been in service

(Continued on page 39)



Lower row:  
Thomas F. Quinn,  
M. F. Taneyhill,  
Austin Kelly,  
Martin M. Cadden



Left to right,  
upper row:  
Michael E. Powell,  
T. H. Tierney,  
Frank L. K. Sharretts,  
J. C. Bates



## RETIRED WITH HONORS

Baltimore and Ohio workers now on the retired list



# Accurate Weights Insure Correct Freight Charges

Gains in Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight, October, 1922

Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in the revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer.

EASTERN LINES		EASTERN LINES—Con.	
STATION	AMOUNT	STATION	AMOUNT
Allegheny, Pa. ....	\$ 69.55	Wilsonburg, W. Va. ....	\$1.12
Belington, W. Va. ....	10.36	Miscellaneous. ....	*7.35
Bellville, W. Va. ....	1.10		
Boswell, Pa. ....	9.23	TOTAL. ....	\$2,486.60
Brunswick Transfer, Md. ....	866.81		
Buckhannon, W. Va. ....	46.33		
Butler, Pa. ....	116.89		
Camden Station, Md. ....	46.54		
Clendennin, W. Va. ....	4.44		
Clarksburg, W. Va. ....	52.96		
Connellsville, Pa. ....	7.66		
Cowen, W. Va. ....	2.38		
Cox Landing, W. Va. ....	6.60		
Cumberland, Md. ....	41.24		
Etna, Pa. ....	1.06		
Fairchance, Pa. ....	3.17		
Fairmont, W. Va. ....	13.81		
Friedens, Pa. ....	1.01		
Georgetown, D. C. ....	2.34		
Gilmer, W. Va. ....	5.59		
Grafton, W. Va. ....	13.14		
Heaters, W. Va. ....	1.14		
Holsopple, Pa. ....	2.15		
Hundred, W. Va. ....	2.60		
Hyattsville, Md. ....	1.53		
Lost Creek, W. Va. ....	10.35		
Martinsburg, W. Va. ....	5.34		
Meyersdale, Pa. ....	6.47		
Moatsville, W. Va. ....	2.61		
Moundsville, W. Va. ....	4.49		
Mt. Pleasant, Pa. ....	21.06		
New York, W. 26th St. ....	21.26		
New York, Pier 21, E. R. ....	1.79		
Parkersburg, W. Va. ....	339.06		
Piedmont, W. Va. ....	21.93		
Pittsburgh, Pa. ....	266.37		
Richwood, W. Va. ....	6.08		
Romney, W. Va. ....	3.25		
Sistersville, W. Va. ....	60.06		
Somerfield, Pa. ....	32.04		
Somerset, Pa. ....	22.67		
Spencer, W. Va. ....	10.73		
Star City, W. Va. ....	19.14		
Timber Ridge, Va. ....	1.03		
Tunnelton, W. Va. ....	2.61		
Uniontown, D. C. ....	1.48		
Ursina, Pa. ....	5.32		
Washington, D. C. ....	62.43		
Washington, Pa. ....	2.44		
Weston, W. Va. ....	39.93		
Wheeling, W. Va. ....	178.89		

WESTERN LINES	
STATION	AMOUNT
Akron, Ohio. ....	\$170.49
Beardstown, Ill. ....	1.63
Blanchester, Ohio. ....	2.31
Canton, Ohio. ....	37.67
Chicago, Ill. ....	548.87
Chillicothe, Ohio. ....	2.50
Cincinnati, Brighton. ....	4.84
Gest St. ....	9.04
Kenyon Ave. ....	676.24
Smith St. ....	216.77
Cleveland, Ohio. ....	91.65
Columbus, Ohio. ....	153.39
Dayton, Ohio. ....	125.49
E. St. Louis, Ill. ....	85.89
Elyria, Ohio. ....	27.38
Lawrenceville, Ill. ....	49.02
Lima, Ohio. ....	6.40
Lorain, Ohio. ....	2.81
Louisville, Ky. ....	106.82
Mansfield, Ohio. ....	18.20
Marietta, Ohio. ....	4.60
Martin, Ky. ....	25.19
Newark, Ohio. ....	6.40
New Castle, Pa. ....	47.85
New Philadelphia, Ohio. ....	2.22
Painesville, Ohio. ....	2.89
Springfield, Ill. ....	1.92
Tiffin, Ohio. ....	1.18
Toledo, Ohio. ....	26.57
Troy, Ohio. ....	7.54
Willard, Ohio. ....	51.21
Youngstown, Ohio. ....	8.23
Zanesville, Ohio. ....	1.49
Miscellaneous. ....	*2.02
TOTAL. ....	\$2,526.72
Total Western Lines. ....	\$2,526.72
Total Eastern Lines. ....	\$2,486.60
GRAND TOTAL. ....	\$5,013.32

## SUMMARY

	WESTERN LINES	EASTERN LINES	TOTAL
January. ....	\$2,646.17	\$ 503.34	\$3,149.51
February. ....	2,381.58	1,014.09	3,395.67
March. ....	2,093.14	1,115.47	3,208.61
April. ....	2,513.24	1,917.37	4,430.61
May. ....	2,485.56	1,842.61	4,328.17
June. ....	3,442.69	4,089.58	7,532.27
July. ....	2,211.46	2,547.12	4,758.58
August. ....	2,070.69	2,620.40	4,691.09
September. ....	2,167.12	2,563.89	4,731.01
October. ....	2,526.72	2,486.60	5,013.32
Total. ....	\$24,538.37	\$20,700.47	\$45,238.84

\*Various stations showing increases in revenue less than one dollar.

A. E. DAY, Chief of Weighing Bureau, Transportation Department



### In the Realm of the Riddle

(Continued from page 25)

8—One to whom a patent is issued,

9—Holders of land granted by the government.

Cincinnati, Ohio

Wick-o-cincy

#### Just between You and Me

In this issue we present what we consider the best "dish" of puzzles that has appeared since the department was started. The fifteen puzzles presented for solution comprise thirteen different kinds and all of them are clean-cut examples of the art. Our solvers should derive a good deal of pleasure from this issue.

In No. 9 Martelia, the veteran, pays his respects to his old friend C. Lion, the tyro, and he does it in Martelia's inimitable way.

In No. 7 N. Jineer (Miss Olive W. Dennis) presents another fine example of the anagram. This contributor is already turning out work that would be welcomed in the Enigma and she gives promise of becoming a flatist of the highest rank.

P. M. P. (P. M. Pennington) presents his first offering in No. 5 and can feel proud of his effort.

The National Puzzlers League will hold its 80th semi-annual convention at the Southern Hotel, Baltimore, Md., February 22, 1923. Veteran puzzlers from all sections of the country have expressed a determination to be present and a successful meeting will undoubtedly be held. All the Baltimore and Ohio puzzlers are cordially invited to be present and you want to remember you don't have to be a member of the National Puzzlers League to be accorded a seat in the meeting. The Reception Committee will make you feel right at home and you will meet some mighty bright and interesting people—so come along and help to make it a big day in puzzledom.

Dan D. Lyon, a veteran puzzler, who is an official of the Pennsylvania Railroad, was in Baltimore on December 1-2 and spent a happy two days shaking hands with his old friends among the Baltimore puzzlers. Everybody in puzzledom knows Dan and he is always welcome whenever and wherever he calls. He is very enthusiastic about our little puzzle department and predicts it is going to afford profitable pleasure for many members of the Baltimore and Ohio family.

### Pensioners' Roll of Honor

(Continued from page 37)

continuously as mill machine hand until November 10, when he was granted a pension. His length of service, therefore, counts 50 years. He was a willing and efficient worker at Mt. Clare.

#### Austin Kelly

On the 6th of last November, the name of Austin Kelly, toolroom attendant, was added to the list of those retired on pension. To his fellow workers in the Washington

Shops, Mr. Kelly was familiarly known as "Dad."

Mr. Kelly was born on February 14, 1852 in Warwick County, Indiana. During the early years of his life, he followed the line of carpentering and farming. In 1874 he was married to Miss Fannie Burnett. Ten children were born to them, but only one, Mrs. Fred McLeomore, is still living.

Mr. Kelly lived for a year or more in Illinois, but in 1892 came to Washington, Indiana, where he entered the service of the Baltimore and Ohio as engine wiper. He has been in continuous service since that time as machinist helper, carman helper, and toolroom attendant.

His photograph is a recent one, and he gratefully receives his reward for faithful service.

#### Martin M. Cadden

Martin M. Cadden, who was pensioned on November 5, after 40 years of faithful service as engineer, was born on March 14, 1855 at Marietta, Ohio. His parents were William and Bridget Coleman Cadden.

He attended the public schools of Marietta until he reached the age of ten years, when he moved with his parents to Belpre. On May 10, 1872 he entered the service of the Baltimore and Ohio as laborer, Parkersburg. On September 20, 1875 he was made fireman. In 1878 he was promoted to engineer, Chillicothe. In this position he remained until the time of his retirement.

In 1900 Mr. Cadden married Johanna Cronian, who died in December, 1918.

### Best of Several Routes to Florida

New Smyrna, Fla.  
DECEMBER, 4, 1922

Mr. C. F. Haver, Agent  
Kimmell, Ind.  
Dear Sir:

As a reward for your soliciting us to take advantage of the All Expense Tourist Rate to Florida via Washington, D. C., Baltimore, Md., and by boat to Jacksonville, Fla., we are glad to say that the courtesy shown us by the Baltimore and Ohio was above par and that words cannot express our gratitude.

The day spent in Washington was fine. They drove us over the city by automobile and showed us the main buildings of the city, and served us with the finest dinner.

Going from Washington to Baltimore and taking boat to Savannah, Ga., was a delightful trip and the railroad representative showed us the city of Savannah by auto, a distance of about 60 miles. This was fine as was also our trip on to Jacksonville, Fla.

We have gone several different routes in other years to Florida, and can heartily say that the service and courtesy shown on this trip were the best. We can recommend the Baltimore and Ohio to all wishing to travel.

(Signed) W. S. Mattox  
J. Kiester  
L. W. Parker  
I. Skeels.

### The Baltimore and Ohio General Office Duckpin League

Standing of Teams Week Ending January 6, Season 1922-1923

TEAMS	GAMES PLAYED	WON	LOST	PER-CENTAGE	PINS	AVERAGE
1 Engineering and Accounting.....	48	39	9	.813	23961	499.18
2 Comptroller.....	48	38	10	.792	24330	506.87
3 Coal Traffic No. 1.....	48	32	16	.667	23492	489.41
4 General Freight Claim.....	48	31	17	.646	23423	487.97
5 Maintenance of Way.....	48	29	19	.604	23289	485.18
6 Riverside.....	48	26	22	.542	22780	474.58
7 Motive Power.....	48	25	23	.521	22675	472.39
8 District Freight Agent.....	48	25	23	.521	22520	469.16
9 Transportation.....	48	25	23	.521	22043	459.22
10 Auditor Passenger Receipts.....	48	21	27	.438	22642	471.71
11 Fuel Agent.....	48	21	27	.438	22279	464.12
12 Relief Department.....	48	18	30	.375	22417	467.02
13 Coal Traffic No. 2.....	48	17	31	.354	20831	433.97
14 Auditor of Disbursements.....	48	16	32	.333	20663	430.48
15 Valuation Department.....	48	15	33	.313	22090	460.21
16 Auditor Freight Claims.....	48	6	42	.125	21342	444.62

A team composed of members of the General Office Bowling League was sent to Cumberland to play a team composed of employes of the Baltimore and Ohio Railroad of that city on Saturday, December 16. The honors went to Cumberland. Score:

CUMBERLAND				vs	BALTIMORE				
Onderdonk	133	145	112	390	Sauerwein	155	117	139	411
Clark	170	121	169	460	Warren	114	135	133	382
Hall	139	171	135	445	Gaither	133	151	149	433
Trail	126	122	113	361	Pritchard	120	113	120	353
McGinn	136	151	134	421	Gallery	180	161	110	451
	704	710	663	2077		702	677	651	2030

In explanation of the scores, it might not be amiss to say that the pins used at Cumberland were "rubber banded." A return game will be played with Cumberland in Baltimore soon.





## A Cozy Bungalow for Suburb or Country

**H**ERE is plenty of room for two and the baby. Modern domestic science is showing the way to minimize housework in every direction and in this plan will be found all the conveniences of the up to date apartment in a delightfully cozy individual home.

The planning is so compact that it has been possible to omit the cellar. By installing a modern type heater in the kitchen hot water heating for the whole house is easily provided with a desirable economy in fuel. It would be a simple matter to arrange for a cellar if needed.

The small family will appreciate the convenience of the dining alcove. It is so close to the kitchen as to be almost a part of it, and yet it is entirely shut off from both kitchen and living room. The double doors between kitchen and living room prevent cooking odors from getting into the front of the house.

A sink and two laundry tubs are placed in the kitchen and there is plenty of room along the side wall for such modern contrivances as an electric dish washer or laundry machine. The level top of the washing machine could be used as a kitchen table.

The living room is large, spacious and well lighted. It has a delightful open fireplace and two convenient closets for overcoats, wraps, umbrellas and the like. A splendid porch runs across the front of the house. It can be screened in or glazed if desired. One large bed room and one smaller guest room are at the rear of the house, both with cross ventilation, making them very comfortable in the summer time.

The roof is well proportioned, giving an air of solidity and dignity that is not found in the very flat pitched bungalows so often built. There is room enough in the attic for one or two bedrooms if desired and a

stairway to them could be easily arranged on the end wall of the living room.

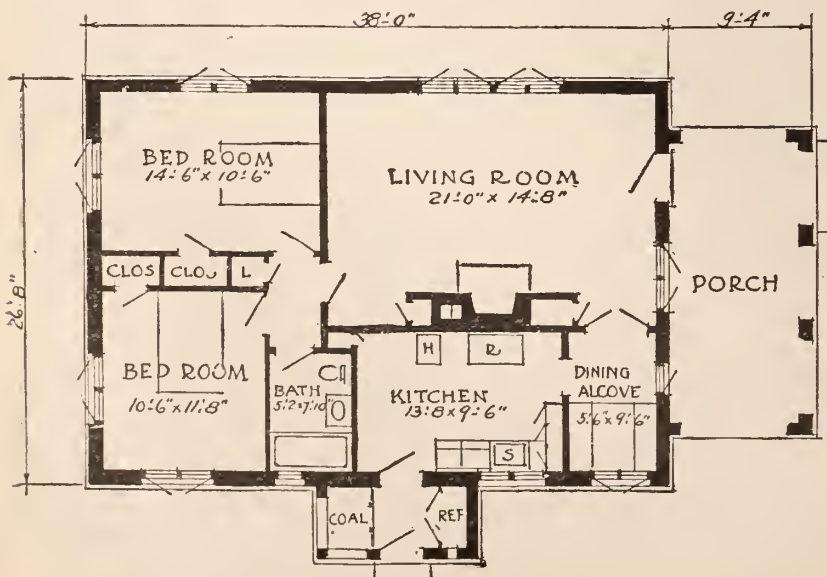
This house is designed for concrete block construction covered with portland cement stucco. The plans were made by the Housing Company of 248 Boylston Street, Boston. If the roof is covered with fire resistive shingles the owner will have a house that is entirely firesafe; it will never give him a moment's anxiety, while the cost of maintenance will be reduced to a minimum as there is no siding to paint, porch floors won't need repair and depreciation is extraordinarily low. In selecting fire-safe roofing the builder can choose from a number of materials, the best known being roofing tile, cement, asbestos, or asphalt shingles and slate. Of course there will always be people who will prefer frame or brick construction, and this design is easily adaptable to these materials.

## Do You Want to Build Your Own Home?

Yes? Then we can help you, for through the courtesy of the Portland Cement Association we can supply complete plans and blue prints of the house shown on this page at the low cost of ten dollars (\$10.00).

We also have copies of a book "Concrete Houses," containing pictures and floor plans of 25 houses built of cement and concrete block. Copies of this book may be had by any reader of our Magazine at a cost of fifty cents apiece. For either the book or the complete specifications and blue prints of the house described on this page, remit to the Editor, Mt. Royal Station, Baltimore, Md.

Baltimore and Ohio employes have a special reason for taking advantage of these offers because they can get such substantial help in home building from our Relief Department. For full information write Division "S," Baltimore and Ohio Building, Baltimore, Md.





# An Evening of Unbounded Fun for Everybody, Including Vice-President Galloway

By C. H. Spicer, Electric Welder, Mt. Clare Shops

ON November 29 the Mt. Clare Welfare, Athletic and Pleasure Association held its annual carnival and dance at Lithuanian Hall, Baltimore, Md. Vice-President Galloway was the honor guest of the evening. About 1000 people, members of the association and their families and friends were present, and all enjoyed themselves to the fullest extent.

There were many forms of entertainment, including bowling, dancing, pool and refreshments. The Mt. Clare Band of about 30 pieces furnished the music for the dancing.

One of the interesting features of the evening was a talk given by Vice-President Galloway. He told of the advantages to be derived from membership in such an organization as the Association, and gave the boys much encouragement and promised his support.

Without exception, all of the officers of last year were re-elected, as follows:

James E. Tatum, president; W. C. Davis, vice president; Robert L. Poulton, record-

ing secretary; John B. Carroll, financial secretary; Charles W. Serp, treasurer. In addition, C. H. Spicer was appointed publicity agent.

Superintendent of Shops "Tom" Stewart was there in full dress; H. A. Beaumont was also clad in fine regalia. Both of these added much to the success of the evening, quite as much, in fact, as did the refreshments, which consisted of ice cream, soft drinks, hot dogs, candy and almost everything else. Ten turkeys and about 100 pounds of candy were raffled off, and the lucky winners of the turkeys had no need to buy any for Thanksgiving. Mr. Galloway, by the way, was one of the winners.

"Jimmy" Whelan had to be driven away from the pool tables. We have not yet discovered whether the attraction was the pool or a certain young lady who stood by watching him shoot. Altogether, however, he had a fine time, as did everybody else, and all of "the boys" voted that this entertainment had been the BEST EVER.

# A Free Lecture Course that Will Interest Every Clerk in Baltimore—Don't Miss It!

By G. M. Campbell

Rate Clerk, Freight Traffic Department

VALUABLE information is being overlooked by employes who do not attend the meetings of our weekly traffic class now well into its second season.

This year a course of lectures has been provided to include a thorough study of the facilities of the Baltimore and Ohio and the traffic characteristics of the territory served.

Every Tuesday at 7.30 p. m., a meeting is held in the Assembly Room, Fifth floor, General Office Building, under the chairmanship of J. H. Graham, chief clerk, Freight Traffic Department. The outstanding features of the previous lectures are discussed for a half hour, followed by an hour's lecture on the assigned topic.

Samuel House, general freight agent, Baltimore, in laying plans for the course this season, had in mind instructions that would acquaint employes with the facilities of the Baltimore and Ohio, and to this end appointed a committee comprised of J. H. Graham, chief clerk, Freight Traffic Department; C. W. Shinnamon, chief clerk, Coal Traffic Department, and G. M. Campbell,

rate clerk, Freight Traffic Department, to draft a program of lectures.

At this writing the class has been instructed in the History of the Baltimore and Ohio by W. E. Lowes, G. P. A.; Baltimore Terminals by E. S. King, D. F. A., Baltimore; Philadelphia Terminals, by J. W. Babneu, D. F. A., Philadelphia; Wilmington Terminals, by G. W. Bumpas, D. F. A., Wilmington; Washington and Potomac Yard, by J. H. Glenn, F. R., Washington, D. C.; Charleston, W. Va., Strasburg Junction, Staunton, Harrisonburg and Lexington, Va., and Hagerstown, Md., by J. L. Hayes, D. F. A., Baltimore Division; New York Terminals, P. S. Phenix, D. F. A., New York.

No fee is required for attendance and an employe may come to the Assembly Room, fifth floor, General Office Building, to attend these meetings which are held every Tuesday from 7.30 p. m. to 9.00 p. m.

M. P. Flaherty, clerk at Claremont, Baltimore, is secretary of the class.

## New Locust Point Grain Elevators

H. A. LANE, chief engineer of the Baltimore and Ohio announced on October 30 that contract has been entered into with the John S. Metcalf Company, of Chicago, specialists in grain elevator construction, for the preparation of plans and specifications for the new grain elevator facilities at Locust Point, Baltimore, to replace the two old elevators destroyed by fire on July 2 last.

The tentative plans which have been worked out by the Baltimore and Ohio

## Trade Mark Contest

Our readers will be interested in knowing that over one thousand entries have been received in the Trade Mark Contest to date. We hope to be able to advise in a near issue whether up to that time an entry has proved satisfactory as a new trade mark for the Baltimore and Ohio.

Officials, on which the expert grain elevator architects will now scientifically prepare drawings, specifications, etc., call for a steel concrete elevator of the most modern type. The storage bins with capacity of 3,000,000 bushels, will be so arranged that they can be readily increased to 8,000,000 bushels. The plans include complete facilities for drying and cleaning grain, also provisions for unloading grain from boats. The latest approved safeguards against dust explosion will be used.

The elevator will be constructed some distance back from the water's edge, but near the piers, with galleries and belt conveyors reaching eight berths, four of which will be located on an exclusive grain loading pier, to be constructed for that purpose, the other four on a two-story merchandise pier already in use. Provision will be made so that the gallery system can be extended to other piers in the future.

When completed these grain facilities will not only amply take care of all the business now offering, but by the provisions made for further expansion, will meet requirements far into the future.

It is expected that the architects will have the detail plans in shape for submission to the railroad engineers within three months, after which invitations for bids on the construction work will be issued. All the work in connection with these improvements will be under the direction of H. A. Lane, chief engineer, assisted by Engineer of Buildings L. P. Kimball, who will have immediate supervision, having associated with him Mr. L. A. Stinson, of Chicago, as consulting engineer.



Henry E. Whitener, who was made Assistant Master Mechanic, Holloway, Ohio, on October 15

## We Need Copies of the December Issue

The Magazine Office is short of reserve copies of the December, 1922 issue. If you have any extra copies or know where any are we will appreciate it if you will see that they are returned, carefully wrapped, to the Baltimore and Ohio Magazine, Mount Royal Station, Baltimore, Md.



# Jolly Evening Spent by Members of Auditor Freight Claims Department

By Nellie F. Collison, Magazine Correspondent

NOVEMBER twenty-fourth has come and gone, but memories of a wonderful time and echoes of expressions of pleasure linger even at this writing, and are being wafted to everyone within hearing distance.

So much pleasure, so much merry-making and the one great event of this day was occasioned by the Musicomedy Revue, presented by our Welfare Association and written and directed by "Billy" Cavanaugh. Mr. "Jack" Lederer, of "Bob" Iula's orchestra, was musical director.

Community Hall was the rendezvous whence we all wended our way, dressed in our best "bib and tucker." "Billy" Cavanaugh was premier comedian. His introduction to you, dear readers, should be noted in both your conscious and sub-conscious memories, for you are going to hear more from him as a merry maker. Mr. Cavanaugh went to New York immediately after appearing with and among us and was initiated as a member of the legitimate stage, joining Loew's Circuit. We owe him a bigger send off than we know how to give, but we wish him all the hard work that necessarily attaches itself to any triumphant success, following which we trust will be laurels such as have crowned the kings of Comedy.

"Eddie" (Edward Kilduff) was there, too, as a servant to "Billy" (Miss Alta M. Baker), sister to "Bob" (Robert G. Borrell).

Immediately upon the appearance of "Bill" and "Eddie" we all sat upright for we recognized we were being entertained by professionals. Mr. Kilduff as a "Black Face" had us rolling out of our seats and we enjoyed Mr. Cavanaugh's songs and cracks and quips until we ached.

Mr. Kilduff has run away, too, and has joined a troupe of minstrels in some other

part of our land. Our best wishes follow him and we wish we were not limited as to space in order that we might tell everyone what a funny old "Black Face" he was.

Miss Jeanne Goldberg, songbird of the evening, would have left us also for professional work, were it not for parental persuasion to stay at home and bide awee.

"Billy" and "Bob" belong to us and we are rightfully proud of them. "Bob" is a real Caruso and "Billy" a charming sister and leading lady. We have not had enough but want to hear them again and the other excellent talent from our department that evening produced. Old Dan Cupid was there. He got in without an admission ticket, but he brought "Billy" such a beautiful bouquet that everyone was satisfied to let him stay.

Immediately following Part No. 1 of the program of our Get-Together-Have-A-Good-Time evening, the hall was cleared and in a short space of time the stirring strains of "Bob" Iula's orchestra were tempting us into waltzing steps. Beautiful young girls—fetchingly gowned—dapper gentlemen, a profusion of confetti and serpentine, and Community Hall was transferred into a veritable Fairyland.

Refreshments were served and favors of balloons, hats and horns were distributed, adding to the gaiety of the festivities of the evening.

So delightfully were we entertained that the Chairman of the Entertainment Committee is being deluged with requests and solicitations for a repetition of this festive occasion in a larger hall, where a greater number who would relax again from the cares and toils of "The Old Baltimore and Ohio," including the one hundred and fifty turned away, could join with us. What are your suggestions? "Ain't we got fun!"



After the performance, our chief, Mr. Schutte, was presented with a beautiful bouquet of chrysanthemums, which elicited quite a speech from him in spite of the fact that a "frog" had gripped his throat. He disappointed us, however, when he lay down on the job by letting Assistant Comptroller Deverell dance while he only looked on. But that cold won him our forgiveness.

Mr. Deverell was in high glee and danced with all the pretty girls, and we noticed that the English family is fond of all celebrities.

On December 8, our chief addressed us, and was most complimentary. He even told the Dictaphone Department they had done well. Wonder if all this good nature is due to that spirit of "Just before Christmas, I'm as good as I can be."

Our "Andy" and Mr. A— are constantly bragging to one another about how spry they are—and of their young spirits. At the dance Mr. A. convinced us that he was as good as his word, but "Andy" posed as a dignified looker-on. One Veteran G— might have passed for a "cake eater," from the way he was waltzing around.

Important parts of the program follow:

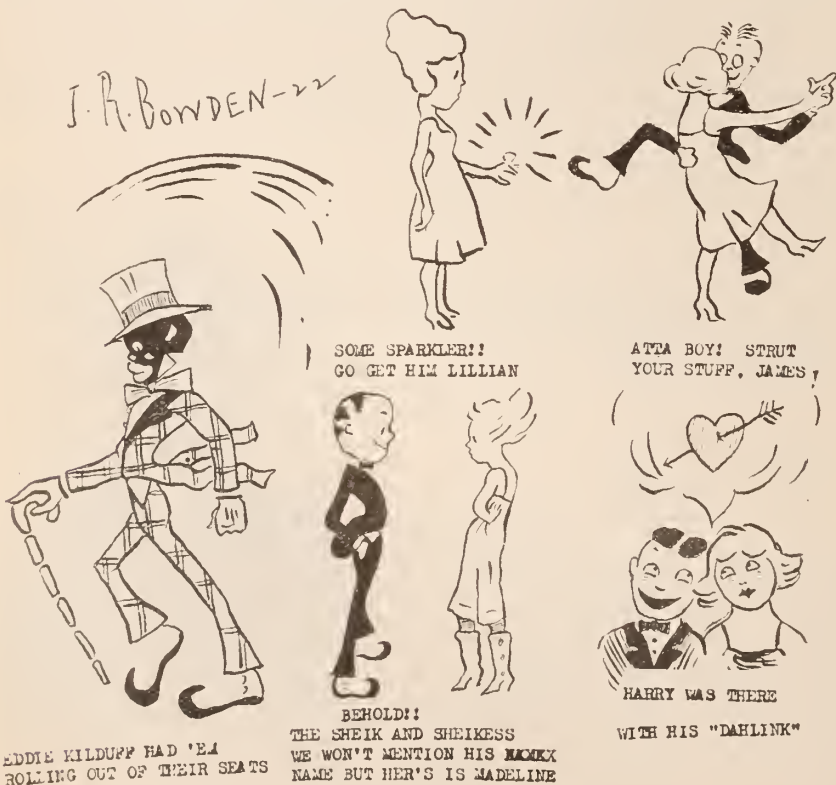
<b>Cast</b>	
In the Show	In the Life
Eddie.....	Edward Kilduff
Billie.....	Alta M. Baker
Bill.....	Billy Cavanaugh
Bob.....	Robert Borrell

**Our Songbirds**  
 Marguerite Ringger, Lillian F. Dittmar, Mildred Dopman, Alta Baker, Ethel V. Miller, Margaret Will, Margaret Schmeltz, George A. Rich, John S. Hines, Luke Malloy, Billy Cavanaugh, Marion DePascal, Marie Burkhardt, Madeline E. White, H. Marie Berry, Celeste Wade, Jeane Goldberg, Helen Schmeltz, Robert G. Borrell, Edward V. Stein, Herbert A. Brown, Edward Kilduff, John McElgunn.

We Thank Our Chief Mr. Schulte, for His Kind Donation of the Hall.

**Musical Numbers**  
 Way Down Yonder in New Orleans,  
 Billy Cavanaugh

- (a) Sunrisc and You,
  - (b) Mighty Like a Rose,
- Miss Marguerite Ringger
- For the Sake of Auld Lang Syne,  
 Mr. John S. Hines
- Dancin' Fool,  
 Miss Lillian Dittmar
- Wake Up Little Girl, You're Dreaming,  
 Mr. Robert Borrell
- Where the Bamboo Babies Grow,  
 Mr. Herbert Brown



EDDIE KILDUFF HAD 'EM ROLLING OUT OF THEIR SEATS



Lost, A Wonderful Girl,  
 Mr. George A. Rich  
 (a) Sophie,  
 (b) Lovin' Sam, the Sheik of Alabam,  
 Billy Cavanaugh  
 Truly,  
 Miss Alta M. Baker  
 Why Should I Cry Over You,  
 Miss Jeane Goldberg  
 The Little Town in the Auld County Down,  
 Mr. Luke Malloy  
 (a) Love Sends a Little Gift of Roses,  
 (b) Smilin Thru,  
 Miss Celeste Wade  
 At the Honky Tonk Stepper's Ball,  
 Eddie Kilduff  
 Finale—Some Sunny Day,  
 Entire Company

## An Old Chimer

By John J. Sell

THE accompanying picture is of the old bell which tolled the hours on the old engine house at Cumberland. It was moulded in our Mt. Clare Shops way back in 1883, and was placed in the belfry at Cumberland the same year, replacing a smaller bell. In those days the engine house was located in the center of the city just off Baltimore Street, back of the Windsor Hotel, where the new Baltimore and Ohio Freight House now stands.

Before the steam whistle came into general use most of the enginehouses on the system were equipped with bells for calling the men to work, and for tolling the hours of day and night. About the year 1903 when the old enginehouse was razed, a big new enginehouse and shops having been built in South Cumberland, this bell was taken down, and Mr. M. J. Mulaney, proprietor of the Windsor Hotel, purchased it. He had always admired its sweet tone, and had it set up on his beautiful country place a few miles outside of Cumberland, known as Windsor Hills, overlooking the beautiful country club and Evitts Creek Valley.

Mr. Mulaney greatly prizes the "Old Chimer" and often rings it for the pleasure of hearing its sweet tone. Many of our old employes remember the days when employes and residents alike marked the time of day or night by the tolling of the bell in the belfry of the old engine house.

## Division Passenger Agent Shipley Decorated with Distinguished Service Medal

WALTER V. SHIPLEY, division passenger agent, Washington, D. C., was decorated with the Distinguished Service Medal by the Secretary of War, the Hon. John W. Weeks, on December 21, 1922, for exceptionally meritorious service in the World War. The citation on which the award was based was as follows:

"Walter V. Shipley, lieutenant colonel, Quartermaster Officers' Reserve Corps, then lieutenant colonel, Quartermaster Corps, Division Quartermaster, 29th Division. For exceptionally meritorious and distinguished services, as Quartermaster and Assistant Chief of Staff, G-1, 29th Division, from July 1917, until June 1919, by his untiring zeal, great energy, tact and sound judgment he was able to overcome many difficult problems of supply and assist to a marked degree in the operations of his division, thereby rendering services of great value to the American Expeditionary Forces."

Colonel Shipley was born in Maryland in 1883 and has served the Baltimore and Ohio Railroad for years in its Passenger Department. He has also been one of the best known officers of the Maryland National Guard.

## The First and Best Railroad in the United States

By J. H. Hartley

I AM a Baltimorean and just love the name of Baltimore. I have lived there all my life but my business takes me from coast to coast. I have noted the growth of our city and the improvements of all kinds, and I remember (with much pride) the fact that the Baltimore and Ohio was first to connect



The sweet-toned bell from the old Engine House at Cumberland

us up with the Western country, which before that time, was reached only by the old prairie schooner and that extremely dangerous.

Today it is a luxury to board a Baltimore and Ohio train for north, east, south or west, even the day coaches. Only last week on my way from Baltimore to New York, I stepped into the dining car and asked for one of those \$0.75 cent dinners, and while it was being prepared the conductor handed me a copy of the Baltimore and Ohio Magazine, which I looked over, and when I left the car he gave it to me. The dinner was all anyone could wish, and far surpassed dinners I have paid \$1.50 for, in quality, in the way it was served, and in the courtesy shown me. In fact if the Baltimore and Ohio reached every point I have to make, no other road would ever see me.

And right here I want to congratulate every man on the System, trainmen, baggagemen, ticket sellers, and last, but not least, the gentleman at the information counter, main building, Baltimore. I have forgotten his name, but he is so careful and thorough.

President Willard is to be highly complimented for the remarks he has made on page 4 of your October, 1922 number. For after all, we are all striving for the same end, and that is success, and in unity only can we achieve this, for in unity there is strength when we bid defiance to all opposition. But separated, we are speedily broken.

## Picked Up on Number Five In the Diner

(Steward Heller in Charge)

Man from New York: Say, waiter, what kind of hens lay these eggs?

Waiter: Why, er, I dunno, Boss, I reckon they must be pretty good hens or we wouldn't have no dealin's with 'em.

Man from New York: Well, I should say they must be large ones all right. In New York, where I come from, the eggs must be laid by bantams. These are beauties.

## In the Pullman

Business Man (who had been asleep since leaving New York): Where am I?

His Secretary: Just about twenty minutes out of Baltimore.

Business Man: By George! It's some train that will let you sleep in a chair for that length of time. Do you know, I couldn't tell you the day when I did that before.



The late Stanley W. Pollock





## Safety Roll of Honor

### Connellsville Division

**Section Foreman J. F. Kelly.** Manila, Pa. November 14. Noticed about 18 inches of flange broken out of lead wheel on P. & R. 29782, No. 97. Notified conductor, who had car set off at Sand Patch.

### Pittsburgh Division

**Operator C. M. Watson.** FY Tower. December 7. Noticed door torn off first car from engine in Train 13. Contents of car in a pile and likely to fall out. Mr. Watson notified dispatcher, who had trouble corrected.

On November 23 Mr. Watson discovered fire on bridge at Thirty-third Street Viaduct, about 75 feet west of office. Because of high wind, fire gained such headway that operator was unable to extinguish it. Called **Conductor McCormack and crew**, who tore up planks and finally got fire under control.

On December 6, Operator Watson noticed sparks on bridge 250 feet from tower. Sparks suddenly burst into flame. He notified dispatcher, then went out and extinguished fire with six buckets of water which he carried from the tower.

**Operator R. N. Murray, (Second Trick).** Marion Junction. December 6. Noticed train on Elba Hill moving without engine or crew. Extra 4530, west, was approaching Laughlin Junction to head in on Junction Railroad. Mr. Murray ran around ahead of the 4530 and set brakes to stop the train. He also called to brakeman on that train who jumped off and helped him set brakes.

**Operator J. P. Davidson.** Layton Tower. October 28. Noticed door swinging from bottom of box car in middle of train of Extra East Engine 4852. Notified crew on caboose.

### Charleston Division

**Engineers J. W. Paisley, Whitecotton, Robinson, Hefner, Hoover, Morgan, Morrison, Shears, and W. E. Paisley.** All commended for making more than 100 per cent. in fuel performance during month of September.

**Charles Taylor.** Harding, W. Va. Discovered broken rail near Norton. Walked two miles to report it to section foreman. Thanked by superintendent.

**Section Foreman S. S. Queen.** Horner, W. Va. Commended for turning in good material which he found along right of way.

**Conductor D. H. Lemaster and Fireman J. C. McTheney.** Assisted in moving yard engine promptly under trying circumstances

**Fireman D. E. Rohrbough.** Assisted in moving trains promptly and helping to handle extremely heavy express during Thanksgiving rush.

**Conductor E. F. Whalen.** November 27. Mariner's Harbor. Noticed brake rigging down on A. A. 3589, in train of Extra 1624. Train stopped and defect remedied.

**Agent-Telephoner J. R. King.** October 24. Mariner's Harbor. Observed door open and swinging in dangerous position, Frisco 124858. Notified dispatcher and yardmaster at Arlington. Train stopped and car set off for repairs.

### Chicago Division

**Operator J. F. Spencer.** Walkerton, Indiana. November 17. While passing through Walkerton, observed brakes sticking on car of train No. 14. Notified dispatcher, who stopped train at La Paz Junction. Wheels found to be red hot.

### Newark Division

**Supervisor J. W. Sharp.** Mansfield, Ohio. November 30. While First 88 was passing Mansfield Depot, observed something dragging under train. Flagged train, notified crew, who discovered and removed loose brake beams.

**Operator V. Mulquinn.** North Siding, Ohio. November 20. While First 88 was passing North Siding, noticed something dragging. Flagged train and notified crew, who found and removed loose brake beam.

### Ohio Division

**Patrolman Lieurance.** Columbus, Ohio. November 25. Discovered broken rail near Mound Street. Went to Broad Street and telephoned sectionmen to make repairs. About six inches of rail broken.

## Finds Father's Picture through Magazine

ON page 15 of our November issue there was a picture of a group enjoying an O. R. C. picnic at Gettysburg in July, 1892. The first figure on the left in the first row was Engineer "Jess" Laudenslager, who has been dead a number of years.

His son, Mr. Frank Laudenslager, while visiting in the home of Joseph Swikert, Relief Department, saw the picture in the MAGAZINE. It happens that he did not have a single picture of his father and, through the courtesy of Robert Burnett, Information Bureau, Camden Station, who loaned the picture to the MAGAZINE, Mr. Laudenslager now has the original in the hands of an expert photographer and is having copies of his father's picture made.

## General Office Bowlers on Another Rampage

ON December 4, the Baltimore and Ohio Railroad Team journeyed to Foley Hall and trimmed the St. Martins Team by 256 pins on the three games. Pritchard was highest man for single game with 145. Gallery took top honors for three consecutive games with a total of 359. Scores follow:—

ST. MARTINS		
Belz.....	99	99 108
Adelsberger.....	107	83 95
Carr.....	107	89 96
Schwartzkof.....	91	96 98
Falter.....	83	72 99
	487	439 496

BALTIMORE AND OHIO		
Sauerwein.....	124	109 119
Warren.....	101	109 106
Pritchard.....	145	96 116
Herschel.....	90	105 99
Gallery.....	110	130 119
	570	549 559

## Secretary of War Praises Handling of Crowds at Army—Navy Game

November 29, 1922

Mr. Daniel Willard,  
President, Baltimore & Ohio Railroad,  
Baltimore, Md.  
Dear Sir:

I desire to express the appreciation of the War Department for the splendid service rendered by your railroad to and from Philadelphia on November 25, 1922, in connection with the Army and Navy football game. I was much impressed with the excellence of the arrangements made for this transportation service, and am sure the officers and other personnel of the Army join me in this opinion.

The railroad officials responsible deserve much credit for the results of their interest and efforts on this occasion.

Yours very truly,

(signed) JOHN W. WEEKS

Secretary of War.





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Buildings

#### Law Department

Correspondent, GEORGE W. HAULENBEEK

#### Jury Duty

I never could understand why there should be so much objection to the performance of jury duty. Men in our building and in the Annex are drawn for jury service. They submit to the Law Department various reasons why they should not be required to serve, and their attitude always reminds me of the Biblical illustration where those invited to the marriage feast gave sundry excuses for their non-attendance. One man had bought a piece of land and must needs look after it. Another one had entered into matrimony, and could not possibly attend. I always harbored a lot of sympathy for that fellow and regarded his excuse as a perfectly valid one.

I learned many things from my service as a juror, and one of the things that startled me was that Baltimore possessed a plethora of individuals who were determined not to support their families. In every case Judge Duffy warned the culprit that if he did not make provision in caring for the wife and the little children, a jail sentence would speedily follow and from that time I fell in love with the Judge.

"Father fell upon the ice,  
He couldn't skate or stand;  
Father saw the Stars and Stripes,  
WE saw the Father-land."

My friend, C. A. Duvall, says he reads the ebullition of the Law Department correspondent of the *MAGAZINE* first. C. G. Pollock, with his usual smile, makes the same observation, and so does my signal engineer friend, F. P. Patenall. All of these gentlemen are in full accord with the Economy Drive, and so am I.

#### Dean of the Building

C. W. Egan, our general claim agent, says that the Law Department correspondent is the dean of the Building, in point of service and age. Girls, I am going on eighty, think of that!

#### One "Pudden" Please!

I enjoy my noon visit to the lunch room. I find everything succulent and appetizing. I generally have a fit when some one near me orders "pudden." I observe that young ladies, in ordering, never think of calling it anything but "pudding." Now I feel much better.

### Engineering Department

Correspondent, OSWALD K. EDEN

On the threshold of a new year, 1923, let us look back for a moment and consider the past year in our lives, and, where we fell down, be it only in a small way, let us, in the New Year, resolve that if it can be possibly helped, we will not fall down in the same places again. Let us profit by the mistakes we may have made.

One of our efficient young lady stenographers, Miss E. M. Bernat, left us on December 1 to accept a position in the Employment Bureau. She is missed by all.

Miss Evelyn Langgood is the newcomer to our force, vice Miss Bernat. Welcome!

To save is to have: Get the habit!

And while on the subject of Saving, don't look out for your own welfare only, but think of the Company for which you work.

It was mighty nice of our officials to let us off at 11.30 Saturday, December 2, the day of the Army-Marine football game. It shows their thoughtfulness, even of our pleasures. Everyone was thankful for the little extra respite.

Our bowling team, while still leading the league, is only a little ahead at this writing, January 4. Bowl 'em over, fellows! Keep up the good work, and strive to increase the margin that exists.

Our photostatter, C. L. Allard, waited until it became cold to take his annual vacation, which he spent in Key West and other southern points of interest. He was kind enough to send me post cards en route, picturesque scenes of the country which he traversed. He thoroughly enjoyed himself.

Since a certain young lady left us, H. B. B. does not wear his usual noon-day carnation. Why?

### Office of District Engineer, Pittsburgh

Correspondent, J. M. WHEALAN,  
Field Accountant

Special attention should be given Mr. Willard's message in the December issue of our *MAGAZINE* on "Saving." Let us individually and collectively see what we can do during the forthcoming year to match the spirit of our president. C'mon, let's go!

It is with pleasure that we announce the arrival among us of Miss Orpha M. Emory,

who becomes secretary to Mr. Clarke, succeeding the former efficient holder of that title who has just recently become Mrs. Curry R. Borland.

For the past few months there have been many rumors.

In support of this, please note the following:

"The wedding of Miss Anne Marie Doyle, daughter of Mr. and Mrs. Sylvester Bryne Doyle of Duquesne Heights, and Mr. Curry Randolph Borland, son of Mrs. Agnes Johnston Borland of Hazelwood, took place on the evening of November 29, at 6.00 p. m. Rev. Daniel J. Devlin, of St. Stephen's Church, Hazelwood, officiated. The bride was attended by her sister, Miss Doris Joan Doyle, while Mr. Kerwin Flannery served as Mr. Borland's best man. A reception and dinner in the Doyle home followed the ceremony. Covers were laid for thirty. After an extended eastern trip Mr. and Mrs. Borland will be at home in Pittsburgh."

Curry has been in the service of the Company for about seventeen years and Miss Doyle for about six. We sincerely regret losing Miss Doyle as she has been a splendid and agreeable worker, but we hope she will find time to visit us occasionally so that "auld acquaintance" may not be forgotten.

R. M. Boucher, who has been spending the summer in the country and incidently overseeing the erection of Bridge 170 at West Alexandria, Pa., has returned to the office, his work having been completed.

### Office of District Engineer, Cincinnati

Correspondent, G. F. DAUBENMERK

We all offer sincere sympathy to George Kopp, Jr., stenographer in this office, in the loss of his father, on November 7.

Assistant Engineer P. A. Callahan took Thanksgiving dinner with the family of Mr. and Mrs. J. E. McKibben—one way to take care of the vexatious question of "Turkey."

S. A. Graham has sold his house in Wyoming and is now located in Walnut Hills, Cincinnati. What's the matter with Wyoming, Sam?"

E. J. Southerington sold his property in Baltimore and now has the automobile craze, having purchased an Oldsmobile sedan. He is helping poor John D. along in life by purchasing "gas." Great activity is also noted in the various civic bodies relating to speeders. He has also purchased a habitation on Sheridan Drive, North Norwood, Ohio, and is prepared to tell the profiteering landlords to vamoose.

The accompanying picture shows the two boys of your correspondent, Roy aged five, (right), and Frank, aged eight (left). Chips off the old block, wh?



Frank age 8 and Roy age 5 Daubenmerk



Herbert Scribner has discontinued the study of medicine and has taken to law—affidavits being his specialty. We beg to advise him that he had better stick to vibratory medicine.

"Save and Have" applies to corporations as well as to individuals. Don't forget that each employe is a part of our Company and that each of us must economize in every possible way. If we do this honestly the results will be a well earned surprise for our officials. Remember: If each "does his bit" success is assured.

Our entire force wishes the Baltimore and Ohio family a Happy and Prosperous New Year. Let's forget the trials of the past year and give our best efforts to our employers, so that this year's balance sheet will show what cooperation can do.

#### Office of General Baggage and Milk Agent

Correspondent, MABEL MENGES

We are very glad to report that Mrs. Henrietta Phillips, whom we mentioned last month as convalescing from a serious operation, is again back at the office much improved in health.

In connection with the campaign inaugurated by the general managers of the Eastern and Western Lines to operate passenger trains on a 100 per cent On-Time performance, the Baggage and Milk-Cream Department is issuing Circular 208 in order to do our bit and to co-operate with the Management so far as our part of the service is concerned.

It is sincerely hoped that each and every one connected with this branch of the work will make a conscientious effort to co-operate with the Operating Department in bringing the trains back to an On-Time schedule. If you haven't studied carefully Circular 208, go over it right away. You'll find it interesting and instructive.

We have just discovered that we have some dramatic talent in our midst. Wallace Oest, our senior office boy, recently took one of the leading parts as "the grouch" in a play given at Lehmann Hall, December 5. If you could only see Wallace's ear-to-ear smile and hear his contagious chuckle, you would realize that it required some acting to convince the people of his part.

Why! Wallace even chuckles when we tell him that there is too much draft and the window *must* be lowered.

You will no doubt recall the story about "Lost and Found Articles" which appeared



Charles Lee Hines, who makes passengers happy by returning to them articles lost on our property

in the April, 1921, MAGAZINE, and have been noticing from time to time the letters of appreciation from our passengers to whom lost articles have been returned.

Let us now introduce to you the clerk who responds to the S. O. S. calls when articles are left behind, Charles Lee Hines, who is shown in the accompanying picture.

Mr. Hines requests that all fellow employes in a position to do so, please assist him in returning the lost articles by promptly sending them in to this office when found. By complying with this rule a great deal of time is saved and unnecessary tracing averted. And now since you are better acquainted, we feel sure that you are going to make a special effort to help Mr. Hines help others, and prove to each passenger that his smallest interest is our interest,—and last but not least, to advertise SERVICE.

Our pride has taken a fall. We thought every one knew where we were located, but we recently learned differently.

The other day a gentleman, en route from Columbus, Ohio to New York, stopped off to inquire about a complaint he had previously made for damages to a trunk. During the course of conversation, he related the difficulty he had experienced in locating this office.

Upon arriving at the station, he inquired for the General Baggage Agent's office, being informed it was located in the Baltimore and Ohio Central Building,



W. C. Bowhay, special agent, on the water wagon

Charles and Baltimore Streets. On arriving there, he was told the office was located at Camden Station where he had detrained. He returned to the station, and again making inquiry, he was sent to the third floor of the depot, only to be informed there that the General Baggage and Milk Department is in the Camden Warehouse. He proceeded to the Camden Warehouse, and again inquired of someone on the first floor, who was unable to tell him, but fortunately some one passing by, and who knew, directed him to the fourth floor.

When this gentleman finally reached the office, from all outward appearances, he seemed quite serene, but I wonder what he was thinking by that time about service, efficiency, and some of the other symbols for which the name of "Baltimore and Ohio" should stand.

While we do not know who this man's informants were, do you not think it would be a good idea, even though it is not required, for each one of us to be able to

furnish intelligent information about the location of at least our general offices?



Doris Marie Hollenshade, whose daddy is a clerk in the Baltimore and Ohio Mailing Room

#### Office of the General Freight Claim Agent

Correspondent, NORMA H. APPLGARTHE

We are requested by President Daniel Willard to save for the Railroad and for ourselves, and the editor believes in beginning at home; hence we are limited to small space in "Among Ourselves," and consequently the brevity of our notes.

We understand that Mr. Wootton is counting the cost of "married life" even to the decorations and that Iona has a list of names at the top of which are the "sad words" Invitations and Announcements. Miss Norris, Oh well! We can't just say, (she is so different) but we think we are in for spending a few pennies with this bunch of weddings on the list.

We were all much surprised and also amused to see "Peggy" Caulfield break out one morning with a beautiful *red* and *tan* striped sweater. She was greeted with such remarks as "Keep away from the stock yards," "Don't go too near the bull pen," etc. Even her little dog, "Bimbo," showed signs of shell shock when he first saw her in that sweater. She enjoyed herself immensely and also furnished a pretty good time to the entire office. Some Blazer!

Miss Beulah Wilson is helping to "Brighten the Corner" of the Dictaphone Department. We are glad to have her with us.

Sorry to report that Miss Vick suffers a great deal with a stiff arm. Some say she is often seen with a fat man, so she may have stretched it just a little too far. Who knows? Muscles will get stiff if exercised too much. How about that, "Jan?"

Miss Margaret Rider is a wide awake girl but just the same she dreams, because one evening she was deep in thought she neglected getting off the train at Riderwood. Tell us, was the sandman or Cupid responsible.

We are glad to report the victory of our Young Ladies' Bowling Team gained over the ladies of the Auditor of Freight Claims Department. We have a great team. Challenge them and see!

We have in the accompanying picture a person whom no one can mistake—W. C. Bowhay on the "Water Wagon."





## “My Hamilton Times the Chicago, Washington, New York Limited”

**B**ACK of the powerful 5200-type locomotive, speeding this fast Baltimore and Ohio train, is the clear eye and steady hand of Engineer H. W. Fauver—and the Hamilton Watch he has carried for fifteen years.

It is significant that wherever you find fast limited trains, you will find Hamilton Watches keeping them to schedule. The Hamilton is not only as accurate as a watch can be, but it is also dependable, sturdy, and sure.

The favorite of Most Railroad Men is the Hamilton No. 992, which can be purchased from any jeweler at \$48.50 for the movement alone.



If you want accurate time with doubt eliminated, invest in a Hamilton. It will render you hourly dividends of true time—and prove cheapest in the end.

We will gladly send our New “Time-keeper” to any Railroad Man writing for it. It tells the story of the Hamilton Watch, and gives much valuable information.

HAMILTON WATCH COMPANY

LANCASTER, PA., U. S. A.



# Hamilton Watch

“The Railroad Timekeeper of America”





The late H. M. Fugman, mail wagon driver. Mr. Fugman died on November 25 after an illness of three weeks.

The picture was taken while Mr. Bowhay was on his vacation in the West. We wonder if he stayed on that wagon. It is a dark secret just how he got there at all.

Do your bit and save in every way for the Railroad and yourselves. Help Stop The Leak!

#### Mail and Express Traffic Department

Correspondent, T. E. REESE

In the accompanying picture we have Doris Marie Hollensshade, six months old daughter of C. Hollensshade, assistant night distributing clerk, Central Mail Room.

It is with regret that we announce the death of H. M. Fugman, driver of the Central Mail Room mail wagon, at the Franklin Square Hospital, on November 25, after an illness of three weeks.

Mr. Fugman first entered the service with the Blue Line Transfer on February 27, 1913 as driver of that line. On October 4, 1917 he was furloughed from the service to join Uncle Sam's forces. After training at Camp Meade, he crossed the Atlantic for France. On June 16, 1919 he returned to the Blue Line as chauffeur, and on June 1, 1920 he again filled the position of driver on our mail wagon. This position he maintained up until the time of his death.

#### Relief Department

Correspondent, H. IRVING MARTIN

##### An Apology

The Editor of the MAGAZINE regrets that on account of an oversight on his part the Christmas greeting from Mr. Dudley to the employes of this department, which was sent to the MAGAZINE office to be published in the December issue, was not included therein.

All of the railroad tribe who have changed time at the Ohio River recall the thrill they experienced when they left the West Virginia side, say at twelve o'clock, and arrived at the Ohio side at eleven, one hour before they started. "Dan" Shivers, with his wonderful machine, can beat that in his own home town. A tale is told that having an appointment at eight, and being rather fatigued that morning, he did not get awake till eight fifteen. However, would you believe it? In his trusty machine he gets

himself to the appointed hour on time. "Some machine," says "Dan," "some flivver."

Miss Lillian C. Gerhold, the jaunty secretary to the chief clerk of the Savings Feature, betook herself to the Garden of the Gods. When asked about her vacation and the manner in which she spent it, she made a noise like unto an oyster. We understand that she travelled incog. Not having any Colorado papers at hand, we do not know if the governor of the state or the mayors of the cities through which she passed discovered her identity and passed out the keys. She informed us that she rested on several mountain peaks, but no mention was made of an escort. Who was the rash man who said "a young lady would tell all that she knew?" Not so with our sphinxess. The mountain air has put an extra edge to those good statements and letters she turns out. If she used any old machine she would make it a *Royal* before she finished with it.

We welcome to our official family Irving C. White, from the office of F. A. Deverell, assistant comptroller; succeeding to the position of bookkeeper in the Savings Feature, vacant since the resignation of Dixon R. Thirston. I. C. W. takes hold like a veteran. We wish him all success and the cooperation of his associates is assured.

Back to the job is Robert Baldwin; good luck and good health to him from now on.

Why so little left of the luxuriant locks of some of our registrars and application clerks? Shades of Sherlock Holmes and Herpicide! Is it Going! Going! Gone!?

A new member has joined the Relief Department family in the form of a 12-pound bouncing baby boy, born to Mr. and Mrs. John E. Weinger, on the morning of November 4.

John Schuppner has bidden adieu to his tonsils. Your correspondent can shake hands with him in the thought that those organs were a source of discomfort, and their absence gave new tone to the whole system.

#### Valuation Department

Correspondent, J. A. RENEHAN

Our friend John-son recently took Kydd Risheill for a walk. The day was Klier when they started, but after strolling on grass, Green from the Dews of many nights, a storm came up and it was necessary for him to Tuck-er under his arm and Hunt shelter in a Meese or pay a Taylor's bill. They met the old Miller McCrone on Crawford Road below Stevens Corner, who on account of her size, thought she was a Minor and asked her if she could Reid and Wright. She tilted her chin and said she had Rit-ter name all over the mill with the Faber pencil. At that he raised a Rau and said she was a Bratt and that he would call Policeman McGarry; she, smiling as usual, said she hoped to see his Mil-burn. As a Cook little need be said, she preferring to listen to Wagner. At home she started to prepare a meal, but finding she would Need-ham, she rang the Bell and sent Pet-er-sen to Kriebbaum's stall in Richmond Market. After raking the Coles, fixing Campbell's soup and drawing some of the Porter made by Brewer Leimbach from the Fossett in the cellar, they later heard Faust and ate Wilbur buds. Then as John-son was Slo-comb-ing to see her, in answer to his "Little one, can I see you tomorrow," she replied "No, but Roy Dun-can." She is a Bonney girl, good at Bol-in, strong Hopkins

rooter, and one whom "Dick" Edwards likes to Turn-er round and look at, and who Gaines friends daily.

#### Famous Sayings Heard in the Office

Precisely, just as I thought.

Kindly lend me a little of your wisdom and knowledge.

Hello old dear! (Accompanied by slap on back).

On November 5 our friend Janney reported an addition to the family. Janney is certainly proud of his little girl. He says she is a Democrat.

#### Auditor of Coal and Coke Receipts

Correspondent, JOHN LIMPET

The first complete round of games for the office duckpin league ended on December 8 and showed the standing of teams as follows:

	WON	LOST	PER CENT.
Royal Blues.....	24	15	615
Head Lights.....	21	18	539
Pull Men.....	20	19	513
Bumpers.....	13	26	333

The race is still wide open and it's anybody's candy. The Bumpers are apparently outclassed, or outlucked, but the other three teams should battle right down the stretch. May the best team win!

Ackler had his eye on the pins on November 17 and rolled three games of 120—100—119 for a total of 339, seven short of the record.

Frank Miller surprised everybody—and himself most—by putting over a 124 game on November 24.

Royal Blues hung up a new team score for a single game by collecting 513 sticks on December 1.

#### Adv. for Glee Club

A certain prominent member of the Glee Club, and a young lady of the office, who have been practicing vocal duets, tried them out at a church affair some time ago. From reports in circulation, the results were 100 per cent. Everybody who was able beat a hurried retreat and there hasn't been a mouse or a rat seen in the building since. Anybody troubled with mice, rats or similar pests would do well to get in touch with O. R. L. of this office. A sure cure and reasonable rates.



"The finest way to travel is by the Best and Only—and I wouldn't miss my train for the world. Get out of the way, I'm comin'!"

Drawn by Operator R. S. Main, Strasburg Junction, Va.



**Telegraph Department**

Correspondent, DELLA M. HAIN

**An Apology**

The Editor of the MAGAZINE regrets that on account of an oversight on his part the Christmas greeting from Mr. Plumly to the employes of this department, which was sent to the MAGAZINE office to be published in the December issue, was not included therein.

**Office of Assistant Comptroller Deverell**

Correspondent, J. A. RUPP

**Chats of the Chesapeake**

(With Apologies to John Newman's "Homilies of the Hudson.")

As we gaze about the business world, we marvel at the multifarious lines of industrial activity, and when we reflect on their smooth operation, it shows that business success depends upon the co-ordination of many factors.

Efficiency is sought by architects, accountants, bankers and laborers. There can be no efficiency without organization, which must extend consistently throughout the entire fabric, or the inevitable consignment to the industrial scrap-heap follows. Efficiency is particularly valuable in the field of transportation and to demonstrate that the railroads still have operating executives of high caliber, we have only to look at the records of the total car loadings, 988,381 for the week ending September 30, 1922 (only three per cent. less than the highest recorded total, which was in October, 1920). "Is this not a practical demonstration," says a writer in a Business Bulletin, "in spite of the neglect and abuse suffered by the railroads and the discouragement given men contemplating entering railroading as a career?" The fallacy of the old charge that the railroads are wasteful and inefficient is becoming daily more apparent. But it takes great enthusiasm to oppose the factors constantly opposing railroad progress.

Speaking of enthusiasm, it's a great stimulant, aiding us at all times to put forth our best efforts. Let's continue to use it in our work. A large business training institution in the West which teaches by correspondence thoroughly believes in enthusiasm. It tries to instill enthusiasm in the minds of its enrolled students and in all its lessons and lectures this subject is predominant. No human work is well done unless it is a pleasure both to the originator and the user. Mistakes should not discourage, for "To err is human," and Shakespeare has stated: "What's gone and what's passed help should also be past grief."

The stork has visited the home of W. N. Owens. It's a boy.

Robert R. Roman has been transferred to Real Estate Department. Good Luck, "Snoozie."

By the time these notes go to the press, our smiling file-clerk, "Hal" Clay will have joined the benedicts. We wish you happiness, "Hal."

**Eastern Lines**

**Pier 22, N. R., New York**

Correspondent, JOHN NEWMAN

The editor of this MAGAZINE has, in his December letter to the correspondents, which you find posted on the bulletin board, and which you are requested to read and NOTE, counselled our correspondents to save by restricting our "A. O." notes to important items. Which leads to the question: "What is important?"—To each one of us our own big self, of course, is the most important thing; each one of us stands at the apex, in the centre of the Universe, around which all else revolves. But—I remember some lines of S. E. Kiser in his "More Truth than Poetry" in which he introduces the Creator as viewing this planet and beholding us working out our metagenesis and salvation by our latest improved methods,



Nathan, 5 year old son of George Bangs, clerk, Auditor Merchandise Receipts Office

**Auditor Merchandise Receipts**

Correspondent, P. HENRY STARKLAUF

The New Year starts with a Baltimore and Ohio Boosters Club within our circle, to advance that which we herald throughout the length and breadth of the land—Service.

Now as a good beginning we have W. J. Finn, Interline Division, who reports a passenger—Baltimore to St. Louis, all Baltimore and Ohio; one to Harlan, Ia., Baltimore and Ohio to Chicago, and one to Lake Charles, La., Baltimore and Ohio to Louisville. Shane McShane reports two tickets Chicago to Blauvelt, N. J., Baltimore and Ohio, Chicago to Philadelphia. Well, it's up to the rest of the organization to match 'em. Next! Snap it up, Fellows!

Arthur C. Bromwell, Revision Department, and Miss Alice M. Eiler were married by the Rev. Jeffries, William Street M. E. Church, on November 25. Niagara for their honeymoon!

I. Arthur Euzent, Interline Department, and Miss Rose M. Polikoff were married by the Rev. Cantor R. Rifkin, Aitz Chaim Synagogue, on December 10. A reception was held in the ball room of the Chateau Hotel. They honeymooned to Palm Beach.

Again I rise to remark that our trainmen are cultured gentlemen. Witness this fact: Brakeman on No. 10 into Youngstown and New Castle on the evening of November 30, may have been done out of his turkey and his cranberry sauce dinner, but it did not impair his good nature. Passengers were profuse in their praises of his attention to duties. Along with the rest, I say "You're the goods, there, young fellow."

Since our last notes the Forest Park population has increased one in the household of James Varina. Congratulations on the arrival of the daughter!

**Tariff Bureau**

Correspondent, F. W. RUPPERT

**An Apology**

The Editor of the MAGAZINE regrets that on account of an oversight on his part the Christmas greeting from Mr. Fogle to the employes of this department, which was sent to the MAGAZINE office to be published in the December issue, was not included therein.

Don't use large envelopes when small ones will do!

Please mention our magazine when writing advertisers

*It's not too Late to Get Your Christmas Club Savings Book at the*

**COMMERCE TRUST COMPANY**

**AND MAKE THE SMALL CHANGE COUNT BIG!**  
INCREASING—DECREASING—EVEN AMOUNT—CLUB PLANS

You can start with 1c. 2c. 5c. 10c. or more. No cost to join. No dues to pay.  
A snug sum will be ready for you three weeks before Christmas, 1923.

SAVINGS for—  
Clerks,  
Trainmen,  
Mechanics,  
Labcrers,  
Executives,  
for  
themselves,  
their children,  
their other  
relatives



SAVINGS to pay—  
Taxes,  
Insurance,  
Fuel Bills,  
For Homes,  
Education,  
Vacation,  
or to start that  
long planned nest  
egg for advancing  
years

We pay 4 per cent interest to 1923 club members!

P. S.—Baltimore and Ohio employes are cordially invited to call and ask for our Mr. C. A. Richardson for 33 years an employe of the Railroad, who will be glad to make them "at home" in our office

**COMMERCE TRUST COMPANY**

LIGHT AND REDWOOD STREETS

BALTIMORE, MD.



and, after satisfying himself that all was well, as foreordained, turning away "to watch important things." Howsoever, as there cannot be anything more important in mundane affairs than engagements, marriages and births, such notices will always be given precedence.

It gives me real pleasure to be able to announce in this issue the engagement (by the established two carat custom) of Miss Kathleen Slane, one of the many nice girls of Hibernian ancestry of which this office is proud and boastful. The party of the second part is still a secret. (I almost said "a myth.")

Next in importance is the news of Frank Manthey's marriage. Mr. Manthey, chief claim clerk and quondam (this is not a cuss-word) correspondent, walked up to me one night before Thanksgiving Day, shook hands and said "So long! Off on my vacation. Going to get married Thanksgiving Day; bye-bye!" May all future Thanksgivings find him thankful for the one of 1922. Let's wish it. Miss "P. K." furnishes the following interesting details: "Wedding Bells again—it must be in the air. On Thanksgiving morning Frank A. Manthey, chief clerk Claim Department, was wedded to Miss Josephine Roth. A few of the members of the Claim Department attended the ceremony, which was held at the St. Aloysius R. C. Church, Brooklyn, N. Y. We must compliment Mr. Manthey on his good taste. The bride looked beautiful in a white satin gown and a crown of orange blossoms, carrying a bouquet of white roses. The groom—well, he was the "cat's meow," attired in a tuxedo suit, high silk hat, tan overcoat and a white silk and red polka dot scarf. Mr. and Mrs. Manthey honeymooned at Niagara Falls and Washington, D. C. Well, here is luck to you both and we wish you—what you wish for yourselves."

**Happy New Year!**

I came across the following lines, no author nor authority being given, but they are worth while, containing a gospel of cheer: "The place to be happy is HERE; The time to be happy is NOW; The way to be happy is to— Help Others Be Happy."



Doris Ryan, a Staten Island girl

**THE S. I. R. R. CLUB**  
**• CUPHRE & DANCE •**

**OH! DAVE**  
IT'S A FACT --  
MADELINE BERRY AND DAVE  
WALLS - WASHED DISHES -  
- PLEASE DON'T TELL HER -

**SPEED!**  
ANNA BLOOM - MRY PURCELL -  
HELEN BARRETT - M BERRY -  
MAY MCGOVEN - AND JOHN  
COSTELLO - HAD THEIR HANDS  
FULL - ARRANGING --

**EMBARRASSING MOMENTS**  
A PINK CAMISOL  
I-DON'T WAN-IT  
SHAVING MUG  
BOUDOIR CAP REBVEN  
COLD? BAH!  
QUIT BLOW  
PRIZES  
FRANK REBHAN  
DIVISION AGENT  
RECEIVED A HANDSOME  
GOLD WATCH - FROM THE  
S. I. DIV. TICKET AGENTS  
AS A XMAS PRESENT

**GEORGETTE**  
PLENTY  
OF  
FINE MUSIC

IT'S A TIKER -  
NOW WILL YOU BE ON  
TIME?  
D. SAN... ..

**Staten Island Lines**

Correspondent, G. J. GOOLIC

On November 27, Irving W. Doty was employed as office boy in the Superintendent's Office, vice Edward Finley, promoted to clerk, Car Accountant's Office.

Joseph T. Morris has been employed as crew assignment clerk, Station Master's Office, vice Malcolm C. Sanborn, promoted to crew assignment clerk, St. George Yard Office, vice Joseph F. Lynch, promoted to chief clerk to freight trainmaster, vice Frank V. Martin, promoted to yardmaster, Cranford Junction.

On November 1 Conductor Thomas F. Carroll was appointed assistant night trainmaster, with headquarters at St. George.

Signal Maintainer Chris Salverson is receiving congratulations from many of his friends on the arrival of a baby boy on December 11. "Grandad" is proud of his namesake, William Dryden Salverson.

**The Old Line**

We have a conductor named Lynch,  
Who says that his job is no cinch,  
From morn until night,  
He does nothing but fight—  
That good old conductor named Lynch.

There is another conductor named Williams,  
Who's punched tickets way up in the  
millions,  
On the nine after one,  
Is the trip he gets done,  
That good old conductor named  
Williams.

There's another conductor named Ford,  
Who says very soft, "All aboard,"  
His run is at night,  
And he sure is polite,  
That good old conductor named Ford.

We have three more conductors named  
Hayes,  
Who deserve lots of credit and praise,  
Never grumble or shout,  
But keep working about,  
Those good old conductors named Hayes.

We have many others you know,  
There's McAndrews, Brennan and Gerow,  
They are good men, you see,  
Yea! they all have to be,  
To work on the S. I. R. T.

**Mt. Clare Shops**

Correspondent, WILLIAM H. ZELL  
General Office

In view of the fact that Fred and Poole could not get out to the Army-Marine Football game, they endeavored to play it over here in the office at noon time. Fred got the bowl (which contained SOUP) and in passing it to Poole for a forward pass, fumbled, and the bowl (OF SOUP) was dropped. Poole recovered the bowl in his lap, but was penalized for rough tactics. Now the question is, Who's going to pay for the damage done?

Hankin seems to be spending most of his time now in moving picture parlors by himself. What's the matter, "Hank," won't they let you come in anymore?

**Shop**

On November 25, W. F. Banahan, Stores Department, better known as "Bannie," received a visitor at his home, a baby boy; fine business!

Harry Wilkens, material man, No. 3 Shop—is confined to his home because of illness. We certainly miss you, Harry; hurry and get back with the rest of the bunch.

Foreman Edward Moran, No. 1 Shop, in telling some of the boys his hunting experience, stated that he got 21 rabbits. We have all been there ourselves, "Ed," but would like to see the 21 tails.

Foreman Lawrence Galloway, Erecting Shop, says he feels kinda out of place when he gets home at night. We all thought it was "hootch," but we find that Lawrence has taken up painting the house from cellar to garret.

\$10,000 REWARD! A certain young lady in the Smith Shop offered this for the recovery of a lemon pie, which some scoundrel embezzled from her locker. Heard anything about it yet, Amy?

The question is—Why did "Shorty" leave the Welfare Dance, when he lamped a certain young lady?

William Sapp, Flue Plant, retained his record of not having missed a day at work in 1922. Some record, "Bill." Keep it up.

Judge Duffy (Kuhle) is getting worried. He says that the bootleggers are getting close to his hanging-out place and he's afraid they will mistake him for one of them. Keep your eye peeled, "Judge."



**Baltimore Division**

Correspondent, W. H. TARR

East Side, Philadelphia

Correspondent, C. H. MINNICH

This is a belated account of the serious accident which happened to H. W. Molin, yard brakeman at Eastside in early October. While riding on the front end of an engine he either fell or was jolted off, falling beneath the wheels and crushing both legs so badly as to require them to be amputated just below the knees. Complications later necessitated another amputation, just above the knee caps. Latest information indicates that Mr. Molin is improving. He is receiving medical treatment at St. Anges Hospital, Philadelphia. Needless to say he has the sincere sympathy of all of his fellow workers here. We trust his recovery will soon be accomplished.

Notwithstanding the pressure of business, Arthur Needham, clerk at East Side, recently found time to secure some good passenger business for the Road. Knowing that two ladies of his acquaintance contemplated a trip from Philadelphia to Los Angeles, California, "little Arthur" got right on the job and offered to secure their tickets, reservations, etc., to the coast. This he did by communicating with our City Passenger Agent DeRoba and not only secured the business from Philadelphia to Chicago via the Baltimore and Ohio but also enabled the Philadelphia Ticket Office to get credit on the entire fare to the coast. Just to make sure the ladies got started right, Arthur secured a pass and accompanied them as far as Harper's Ferry. If such interest would be taken more generally, think of the increased passenger business for our Railroad!

Will you go forward during 1923? Then make the minutes count. Conscientious work will win its reward in the end!



Doris Lillian, 2-year-old daughter of Blacksmith and Mrs. Andrew W. Batch, Mt. Clare



Edward Vernon Frye, son of Chief Delivery Clerk T. E. Frye, Washington Freight Station

Washington, D. C. Freight Station

Correspondent, W. L. WHITING

Happy New Year To Everybody!

In opening an old book recently the writer found a clipping from a magazine which seems to embody all the features of a New Year's good resolution and we pass it along to the readers of the MAGAZINE:

*"I expect to pass through this world but once. Any good thing, therefore, that I can do, or any kindness that I can show to any fellow-creature, let me do it now. Let me not defer or neglect it, for I shall not pass this way again!"*

If we can carry out this principle it will be indeed a very Happy New Year for everybody.

There is one proud father at this station, our chief delivery clerk, T. E. Frye, and he certainly has reason to be proud of his only son, Edward Vernon Frye, whose photograph, in the uniform of the High School Cadets Corps of McKinley Manual Training School in this city, is shown here. Edward Vernon is only fourteen years old, and thus far has never missed a promotion in the schools, and all prospects indicate a continuance of this good record. Incidentally, he is also a performer on the violin of no mean ability, and promises to make a name for himself in the musical world. His father is an old Baltimore and Ohio employe, and we certainly wish the son success in his career, both for his own sake and for his father's.

We have in our yard a philosopher who once in a while bursts out with an epigram that is worth repeating to our MAGAZINE readers. His name is "Gus" Miller, and he is the conductor who keeps the coal dealers in the city on the jump to dump their coal and keep up with his rapid placing of their cars.

Gus has used any old piece of paper that he could find for his purpose, in the same manner as "Bobby Burns" used to write his poems, and the famous artist Giotto drew his best pictures on any rock or stone available. "Gus" says:

"It takes 68 muscles to frown,

"It takes 16 muscles to smile;

Please mention our magazine when writing advertisers

"Smile, then, smile—don't waste human power—This world is what you make it!"

We have had one change since the last notes. Tallyman C. M. Webb left us to mingle with the folks in the Yard Master's Office as yard clerk. We wish him success in his new venture.

**Brunswick**

Correspondent, R. L. MUCH

To the Agents at Frederick, Hagerstown, and all points near Brunswick:

Send your news items to the correspondent, who will be glad to forward them to the MAGAZINE. Let's show the rest of the Baltimore and Ohio folk that we mean business, that we are doing our share to promote pleasant relations between ourselves and the Management.

Revival services have been in progress at our Methodist Church, under the direction of the minister, O. W. Brittingham, a forceful man, who appeals particularly to our Railroad men, and who has been a source of much comfort to us all in every emergency. He extends a hearty welcome to all of our railroad men to attend services.

Carter Ambrose, conductor and brakeman, has been unanimously elected local chairman of the B. R. T. Carter is a good, clean fellow, and we trust that he will make good with all with whom he comes in contact.

The Ladies' Auxiliary of the B. R. T. bought a new piano. Your correspondent had the pleasure of helping to place it in a position on the top floor of the Red Men's Hall. Some job! It was placed there under the supervision of the president, Mrs. H. C. Allgire, and she's some boss! But what's the use of complaining? We've got to do what the ladies say, anyway.

"Joe" Sigafoose, yard brakeman, strong man, and athletic instructor, is getting "spooney." He does not seem to be the same person since he met a certain little miss. While out walking, they give one the impression of two angelic doves. (Is nobody else around to listen? Sh-h! "Joe" is the originator of the expression, "It won't be long now.")

Pipefitter J. R. Matthias, secretary of the Brunswick Fire Department, is recuperating from his second operation at the Frederick hospital. He had his leg broken while boarding a fire truck on his way to a fire. We sincerely hope to have "Mutt" back with us soon.

Engine Inspector L. S. Harman has resigned his position to open a cigar and tobacco store in Brunswick. "Dutch" always was thrifty, and being one of our hard workers he deserves credit for his saving ability. He has named his store the "Lone Star." He makes a cigar by the same name, all in honor of the Lone Star Cowboy Band of our town.



The old landmark between the eastbound and westbound stations, known as the "Mouse Trap," which consists of several dilapidated houses, has been torn down, filled in with cinders and a new road cut through—making the place a beauty spot. It is reported that our Company contemplates placing a new terminal station here. This will improve our city 100 per cent.

"Cappie" Orrison, one of our most popular conductors, Trains 33 and 34, is the inventor of a new patent arrangement for the lifting of trap doors. It's great, and Mr. Orrison deserves credit for his invention.

Frank Otto, our cheerful friend, who also rides on Trains 33 and 34, tells us that his son, who has been suffering with diphtheria, is much improved. We are glad to know this. If you ever happen to ride over our locals, go into the baggage car and meet one of the most cheerful men on earth. He's always smiling.

"Andy" Kelly, assistant to our great economizer, Mr. Horn, has been busy lining up things along our road. Particularly do we mention Cumbo Yards, where 14 trains, averaging 100 cars each, were moved west in one day. This was the greatest westbound delivery in one day in the history of our connection with the P. & R. and C. V. Railroads, at West Cumbo.

Lieutenant W. Axline landed two crooks recently who had been stealing eggs out of No. 94 freight received in yards here. A number of robberies of this nature have occurred

recently. It takes the "Looie" to get them!

We feel sorry for our old friend, Brake Tester Frank Alexander, who lost his wife on December 5.

Notwithstanding his crippled condition, Yard Brakeman Grover Stewart is mighty cheerful. Good for him! He is just getting out of the hospital after having a part of his foot amputated. He is getting along as well as could be expected.

"Bob" Plush, popular yard brakeman, detailed for duty in westbound classification yard, has been getting the "97's" out on time. He has the "head ends" doubled over, causing no delay to the "Tabby" men when they couple up for their fast run west. We are much pleased with the manner in which Mr. Plush handled the situation on December 6, being called for Third 97, for 6.30 p. m. He left at 6.45 p. m., making the run of 103 miles in four hours. "Bob" is one of our men who does his best to make good. Stick to it, "Bob," we'll help you.

The accompanying picture is of the Brunswick correspondent, Conductor R. L. Much.

Mr. Much entered the service of the Baltimore and Ohio on January 8, 1908 under the supervision of Trainmaster C. L. French. During the summer of the same year he was furloughed. He then worked in the train service on the Wheeling Division under Trainmaster W. H. Riley. He has also worked on the Cleveland, Newark and Cumberland Divisions.

Mr. Much was promoted to conductor in



Conductor R. L. Much, who has put Brunswick on the map in the Magazine

September, 1913. He has served faithfully and conscientiously in both freight and passenger service ever since.

### Cumberland Division

Correspondent, JOHN J. SELL

President Willard calls the attention of every employe to the necessity for economy. This is a matter in which every employe can do his share, whether he be a trainman, an engineman, a shopman, a trackman or an office employe. There are numerous ways in which savings can be made, which space will not permit enumerating, but every employe knows just how he can do his bit, and make a saving, whether it be in fuel, supplies, stationery, electrical current, or any of the many other things necessary in the operation of the railroad.

The Cumberland Division has always been to the forefront in anything concerning the betterment of our system. Let us make it first in the drive for economy? Suggestions are always in order but personal attention is paramount.

The accompanying picture is a good likeness of G. Frank Messman, report clerk, Superintendent's Office, Cumberland. Frank boasts of sixteen years of service with the Baltimore and Ohio and is a one hundred per cent. railroad man. "Grandma," as he is affectionately known, is considered one of our most efficient clerks and is a rattling good fellow all around.

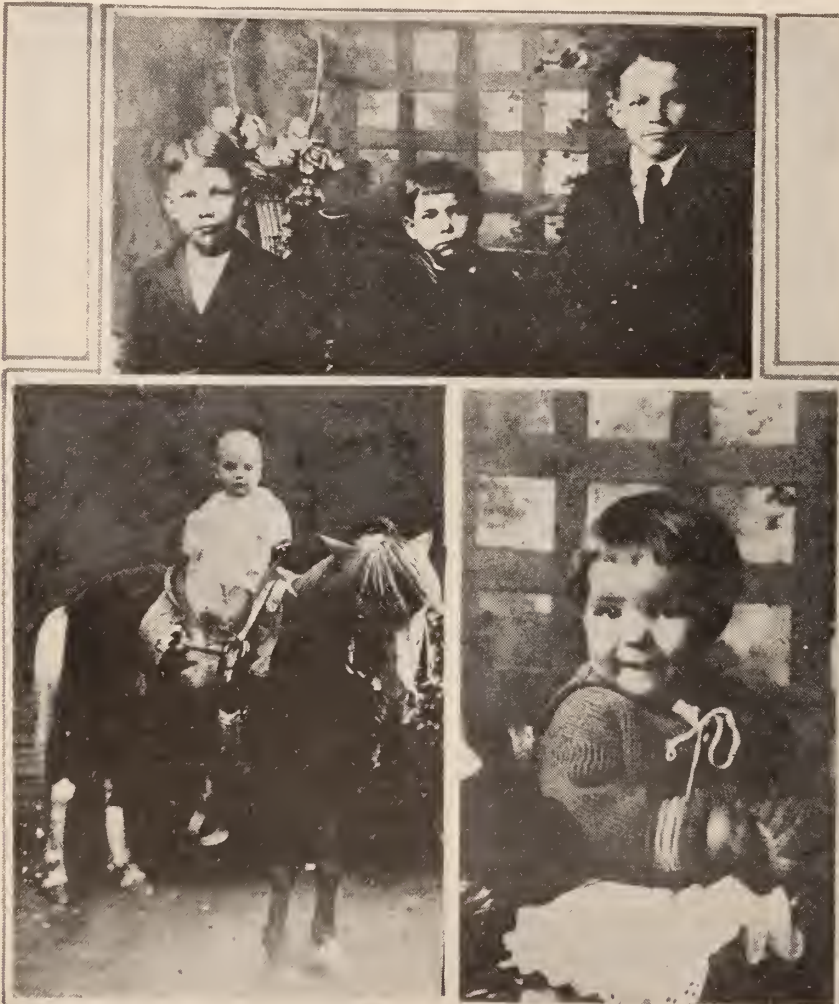
We have been able to dig up another old photo taken way back in 1898, showing the old Master Mechanic's Office force in Cumberland. All of these are well known to our older employes and a number are still in active service.

Another good picture of the recent past is that of the Superintendent's Office force, taken in 1914. Most all of these employes are still in the employ of the Company. We have also a picture of the Car Distributor's Office force taken during the year 1916.

Cumberland Division, as usual, is still holding first place on the blue print showing the Tonnage Performance, and with the force still on their toes, we are going to keep her there!

At a recent meeting of Fort Cumberland Post of the American Legion, and election of officers for the ensuing year, Train Dispatcher Harry E. Flook, Cumberland, was elected Post Commander. Harry served with distinction during the World War as lieutenant in the Air Service "Over There."

His many friends are glad to know that he has been accorded the honor of filling the highest post in the local commandary, and are boosting him for a national office.



Above are Glen, Wilford and Harold, children of Section Foreman S. M. Cockran, Charleston Division. Lower right; Virginia, age 3, the little sister of the boy above. Lower left, James Francis, 8 months old son of Box Packer Robert O'Connors, Brunswick, and grandson of Mrs. Stella Jones, who looks after the boys when they return from a hard trip



On being elected he stated that his aim was to increase the membership of the local post to seven hundred. We wish him the best of success in the drive. A large number of our boys are members of Fort Cumberland Post.

The Accounting Class conducted by F. L. Sheakley, division accountant, is making rapid strides and greater interest than ever is boosting the school towards the goal. Promotion of good fellowship is the aim as well as the affording of an opportunity to clerks and office men who desire to learn railroad accounting. A cordial invitation is extended to all clerks in the service to line up. Books are provided, lessons assigned at each meeting and collected for rating the following school night. Every effort is expended to help the other fellow along. The school is held every second Monday evening. To register, you simply call Accounting Office with the word, "I'll be there."

John Ketzner, one of our oldest veterans on the Cumberland Division, completed fifty-four years of actual service on October 1. After an illness of several weeks his many friends and fellow employes are glad to know he is again able to be up and around. "Uncle John," we miss you and trust you will soon entirely recover.

Cumberland's high standing in efficiency indicates that it is also a thrifty division. Maybe we can make it more thrifty. If you know of any way to economize send your suggestions to—

**STOP THAT LEAK!**

Mt. Royal Station - Baltimore, Md.

**Green Spring, W. Va.**

Correspondent, E. E. ALEXANDER

**Three New Year Toasts!**

**To Plant Employees:**  
Time moves on. May the New Year be fraught with blessings and a free from sorrow as an All-Wise Providence sees fit.

**To Our Officers:**  
We pledge you our loyalty. May you be able to furnish us with employment every working day throughout the year.

**To Our Railroad:**  
Dear old Baltimore and Ohio! May 1923 prove unusually free from wrecks, accidents and other misfortunes, and may your traffic in both passenger and freight be as great as you can bear!

(Signed) E. E. ALEXANDER,  
Supervisor of Plant

**Safety First!**

Through November without a three-day disability accident—not a one!

Our score now stands:  
September.....2  
October.....1  
November.....0  
December's record will show another "0" if every man is on guard.

**Stop That Leak!**

Don't order a single piece of material until you first see if you can't find something to do the job with.

During the revival services at the M. E. Church, Rev. Linadmood held a noon hour service at the Plant on November 21. On

If the stove in your kitchen was wasting coal and a friend called your attention to it, you would thank him. The Baltimore and Ohio will thank you for calling to its attention any railroad waste you know of. Please write "Stop That Leak," Mt. Royal Station, Baltimore, Md., and advise.

The following Sunday evening thirty-eight plant men attended the service in a body. This is the first time the Plant men have turned out this way and they not only made a creditable showing for themselves but made quite an impression. The services were most impressive.

The men in line included: E. E. Alexander, E. M. Stottlemeyer, Rev. Z. J. Powers, George Taylor, A. E. Irving, S. P. Hose, C. M. Lewis, B. F. Twigg, J. W. Twigg, R. G. Brown, J. H. Robinson, E. S. Robinson, W. D. Foley, R. Montgomery, W. G. Haines, R. H. Corbin, G. P. Cheshire, R. D. Nixon, B. F. Short, A. F. Leonard, H. E. Duckworth, J. C. Alexander, H. C. Mauk, E. F. Bean, J. C. Wilson, I. N. Saville, Loy Siefert, Mike Hornik, Boris Lenkowsics, Boris Sphak, John Grusha, Y. Kaneyani, Waseley Laruskin, Nick Wazko, John Oriska.

Division forces under Master Carpenter Taylor recently erected two new 80-foot stacks at the Plant.

A Parent-Teacher Association has been formed here, with C. E. Edgell as president and J. D. Rockwell, secretary. This is our first attempt and we hope to further advance our school by this means.



**CUMBERLANDERS, PAST AND PRESENT**

1.—The Superintendent's Office Force in September, 1914. They are: G. A. McGinn, R. L. Ketzner, Allan Cogan, A. N. Martin, Franklin Taylor, T. M. Reese, E. A. Cosgrove, George Cox, William Naughton, P. H. Grosscup, J. R. Dyche, C. W. Frier, F. M. Powell, A. H. Powell, S. Usher. 2.—H. E. Flook, train dispatcher, Cumberland Division. 3.—Frank Messman, report clerk, Superintendent's Office. 4.—Twenty-five years ago; Division Master Mechanic D. C. Courtney, Division Clerk O. B. Street, Time Keeper Allan Cogan; Clerks J. A. Jones, W. V. Frazier, C. H. Rowzee, F. E. Koelker, Engine Inspector M. McMillen. 5.—Car Distributor's Office, Cumberland, in 1916. Here are W. P. Copeland, Charles Hanley, James McCarty, W. F. Matthews and F. X. Spearman





**BIG GAME HUNTERS AT GREEN SPRING**

The "bears" are, left to right: Tie Treating Engineer J. C. Alexander, Tieman R. H. Corbin, Tie Inspector A. E. Irving, Tieman S. E. Crobb, Laborer E. S. Robinson

It is with deep regret that we report the death of Mrs. J. H. Carter, wife of our well known branch conductor, at her home at Petersburg, W. Va., on November 15, following a brief illness. The burial took place in Baltimore. Captain Hill Carter was Mrs. Carter's father-in-law. We extend our sympathy to the bereaved ones.

I want to thank through the MAGAZINE every employe who attended Divine services Sunday evening, November 26, and especially we thank the officers of the U. B. C. E. Society who kindly dispensed with their service that evening.

(Signed) E. E. ALEXANDER

Raymond Sherman, son of Trackman G. T. Sherman, who suffered injuries to his right leg when he fell from train he was climbing over on the evening of November 27, is getting along as well as could be expected. Physicians hope to save his leg.

This regrettable accident should be another warning to the boys who make a practice of hopping and climbing over trains. It is far better to wait for a train to pass than to be crippled for life. Raymond considered himself an expert at getting on and off.

Our picture this month is of our big game hunters, far from the busy haunts of men, 4000 feet above sea level in the mountains of West Virginia. No, there are no bears in the picture. But from left to right we do have; Treating Engineer J. C. Alexander, Tieman R. H. Corbin, Tie Inspector A. E. Irving, Tieman S. E. Crobb and Laborer E. S. Robinson, with their trusty rifles and dogs.

Stop that leak—by taking better care of the material you use!

Stop that leak—by being absolutely square with yourself and with the Company!

Save by using your time to best advantage. The hours go fastest and most happily when we are busily engaged.

Arthur Arnold, branch trackman, and his family, living at Mellins, suffered the complete loss of household goods, clothing, etc. on Thanksgiving day morning when the one room building which Mr. Arnold had recently constructed and in which they were living, was completely burned. Credit is due the oldest child, a girl of five, who removed two smaller children, one two years

and one two months, from the burning home. This fire left the family in an almost destitute condition.

#### Martinsburg

Correspondent, W. L. STEPHENS

The regular monthly meeting of the Baltimore and Ohio Veterans was held in December. At this meeting the nominations for officers were made. The election will be held at the January meeting.

Raymond Russler was elected delegate to the Grand Lodge.

The "Vets" are planning a splendid social affair for their January meeting and election.

John M. Young, retired Veteran machinist, died at his home in Martinsburg. His death was caused by an attack of pneumonia. Mr. Young was born in this city nearly 75 years ago and spent the greater part of his life here. He was in the employ of the Baltimore and Ohio both here and at Cumberland for quite a number of years. Several years ago he was placed on the retired list as a pensioner. His widow, four sons and two daughters survive him.

#### Keyser, W. Va.

Correspondent, HARRY B. KIGHT

Happy New Year!

We extend to Yard Brakeman Marshall Linthicum our heartfelt sympathy in the untimely death of his mother. Mrs. Linthicum fell down the stairs of her home on the night of December 9, breaking her neck.

The accompanying picture is of "Old Man" Wolford, machinist. The old man is always on the job when it comes to fun-making and is here pictured, wearing his goggles, and mounted on his "Can't-a-Ford."

George A. (Hackett) Carskadon, general foreman, Stores Department, surprised his many friends the latter part of November, by announcing his marriage to Miss Elizabeth Hoffman, the charming daughter of Dr. C. S. Hoffman, company's surgeon. Congratulations, Hackett!

Storekeeper Guthrie is spending his evenings in his bran new "SUDAN." Never has had a bit of tire trouble?

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**KEYSER, W. VA.**

On November 14 a rivet struck Car Repairer J. E. Morris in the eye—no, not in the eye exactly, for Morris believes in Safety and was wearing a pair of goggles, and they saved him. Morris, who is 49 years of age, has been in the employ of the Company for 15 years.

We extend to Miss Agnes Cody and Thomas Cody our heartfelt sympathy in the death of their father, John Cody. Mr. Cody came from Galway, Ireland, when a young man. He was employed by the Company for many years, having been pensioned a few years ago.

On November 27, Brakeman S. E. Adams was badly injured while in the performance of his duties. He was rushed to the Hoffman hospital at Keyser, where he is resting comfortably.

We are glad to have Trainmaster Welshonce back with us after being off for some time because of sickness.

Pensioned Yardmaster Harry Vernon is ill at his home here. Pensioned Engineman Adam Keller, who is known by the older employes of the Division, has been a pensioner for many years, and it is interesting to hear him relate incidents of early



"Old Man" Wolford, Keyser, riding his "Can't-a-Ford"

**STOP THAT LEAK!**



railroading. Though Mr. Keller is not able to get around much any more, it will be interesting to the old timers, who have lost track of him, to know that he is still with us.

A representative of a Philadelphia firm told me a few days ago that he always rode on our lines and added, "You know if I use the Baltimore and Ohio to travel on, what road I use to ship our freight over." This gentleman says that he notices the courteous treatment accorded him by the employes in every branch of the service. Sounds good, doesn't it!

In the storeroom window of the Davis Garage there was arranged a Christmas tree and yard. In the yard, of course, was a train just emerging from a tunnel. Lying before the engine was a badly smashed automobile, the driver being thrown to one side. A crossing sign stood in its place, and a sign to CROSS CROSSINGS CAUTIOUSLY loomed up on it. The driver failed to heed the warning. Mr. Albert Davis, realizing the importance of our slogan, tried to impress its importance upon those who viewed his display and in this way is helping us to keep down accidents. We thank him for his part in this perpetual campaign.

**Deer Park**

Correspondent, F. W. REIS

We are economizing in our town and "Stopping That Leak" by using as little coal as possible.

C. N. Murphy, our ticket agent, has gone into the mercantile business. Mr. Murphy, who, with others of our citizens, had stock in the Citizens' Store Company, decided

to sell out. Mr. Murphy and Mr. Keith Niles are now the owners of the store

We regret to chronicle the death of Conductor John Wesley Albright, who died recently at his home, 114 Grand Avenue, after an illness of over three years.

Mr. Albright was born near Terra Alta, W. Va., but has been a resident of Cumberland, Md., since August, 1896, when he entered the service of the Baltimore and Ohio. He is survived by his widow, one son, two daughters, and several brothers and sisters.

The funeral services were conducted by Rev. J. H. Billingsley, pastor of Trinity M. E. Church, of which Mr. Albright had been a member for 15 years. The Queen City Lodge of Knights of Pythias and the local lodge of the Brotherhood of Railway Trainmen had charge of the services.

**Oakland, Md.**

Brakeman W. H. Shaffer and wife are receiving congratulations. It's all about a new boarder who arrived at their house November 6, a boy, weight eleven pounds.

The progress of power companies in securing charters to utilize water power in this part of the state for making electricity, argues well for the supply of the Baltimore and Ohio, if and when it starts the electrification of our mountainous end of the division.

**Connellsville Division**

Office of Train Master

Correspondent, C. E. REYNOLDS

Yard Master J. A. Cowgill left on his two weeks' vacation on December 18. It was a little late but was just right to cover the Christmas Holidays. Yard Master W. S.

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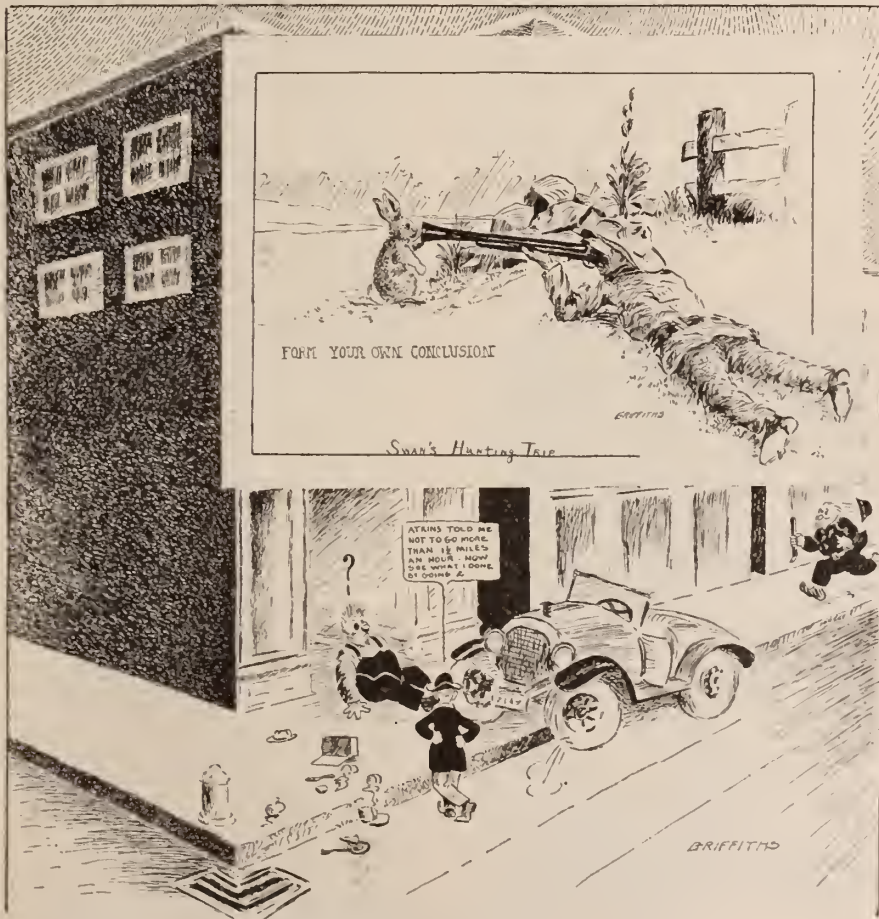
Trevitt has returned from his vacation, spent in the wilds of Foxburg, hunting deer, bears, etc.

Yard Clerk J. V. Cunningham was off duty recently. When he returned he passed the cigars around to all the boys. We understand that he has joined the benedicts.

After working for me past two years at night, "Old Friend" Davy Lunney is now running the day hump crew and is keeping things running smoothly with his unusual amount of pep.

Hats off to Mr. Swan, Coal Billing Agent's Office. He went hunting the other day and secured a nice bag of game—chipmunks and sparrows???? One piece of big game (a rabbit) was also found in the mess. The enclosed cartoon is our conception of how this terrible beast met his end.

On November 28 Miss Martha Evelyn Dickey and J. Holder Nicklin, of Meyersdale, Pa., were married in Emmanuel Episcopal Church, Cumberland, Md., Rev. Ambrose H. Bevan officiating. Their attendants were Miss Bessie Dickey, Meyersdale, and Hugh J. Holzman, Cumberland, Md. The bride was formerly employed in



Cartoonist Griffiths enjoys Swan's hunting trip and Marsteller's Paige! See Connellsville notes

Please mention our magazine when writing advertisers





Anne Gordon Stevenson, grand-daughter of Superintendent George Martin, Pittsburgh Terminal Division, and great grand-daughter of former Yardmaster John Martin, Brunswick. Anne recently celebrated her birthday with a delightful party. Her great grand-father, a large number of her relatives and many of her little friends were there

Assistant Train Master Boyland's Office at Cumberland. To this happy couple we extend our best wishes.

On November 26, Miss June Shaffer, daughter of Mr. and Mrs. Edward M. Shaffer, and Sydney C. Wolfersberger, son of Mr. and Mrs. Samuel C. Wolfersberger, of Somerset, were married in the United Brethren Church of Somerset, Rev. J. M. Feightner, pastor, officiating. Mr. Wolfersberger is employed as machinist at Somerset. After the ceremony they left on a honeymoon to New York, Philadelphia and Atlantic City. We all join in extending our best wishes.

In a previous issue of our MAGAZINE it was stated that "Jimmy" Marsteller, chief yard clerk, Connellsville, had purchased a new Paigc roadster and had spent his vacation touring the South; but, did it ever

occur to you that many casualties would be the result of "Jimmy" learning the rudiments of this sport? The casualty was slight, however, and for the benefit of our readers, R. H. Griffiths, Coal Billing Agent's Office, draws his conception of the accident in the cartoon on previous page.

On December 11, Freight Agent G. M. Tipton, Connellsville, was promoted to position of freight and ticket agent at Braddock, Pa. H. D. Whip, chief clerk to superintendent, was promoted to position of freight agent, Connellsville. C. V. Payne, assistant car distributor, was promoted to position of chief clerk to superintendent.

To all we extend our best wishes for a Happy New Year.

**Pittsburgh Division**

Correspondents, E. N. FAIRGRIEVE and MARY E. BREEN

James Gallagher, he of the smiling countenance and amiable disposition, who plays utility role for Brother "Nemo" Burtoft in Pittsburgh Yard, smiled his way into the heart of one Miss Lavell and on Thanksgiving day "Jimmee" and his blushing sweetie were "tied-up" for keeps and left for California on their honeymoon. Keep on "smiling through" "Jimmee," and remember Jiggs and Maggie!

Friends of Mrs. Wern Mischler, who before her marriage was Miss Lena Gail Vannort and who was employed in the Division Accountant's office at Pittsburgh, will be pleased to learn of the birth of a son on December 12. Congratulations and best wishes are hereby expressed.

It is our sad duty to report the death of H. M. Grantham, agent at Braddock, on December 1.

Mr. Grantham was born at Wilmington, Ohio, October 9, 1865 and first entered the service of the Baltimore and Ohio at that point in June, 1885 in the capacity of an operator. He was a faithful employe and during his time with the Company held positions as agent at Wilmington, Newark, Columbus, Glenshaw, Pa., Rankin, Pa.; traveling agent, Pittsburgh, and at Braddock, which position he held at the time of his death.

He was a man of high character and excellent ability and his sympathetic nature and kind disposition won for him the respect, admiration, and affection of his fellow employes. We mourn his loss and extend to his widow our heartfelt sympathy in her hour of sorrow.

Friends of Harry Fisher, for years employed in the C. T. Timekeeper's office before the advent of the accountant system at Pittsburgh, will be grieved to learn of his untimely death in the Southside Hospital at Pittsburgh on December 17. Harry leaves his wife and four children and to them, and to Edward Fisher, C. T. timekeeper, his brother, we extend our sympathy. Harry was well liked by all with whom he associated. At the time of his death he was employed by the Mesta Machine Co. at West Homestead.

Friends and readers, the Company is in the midst of a "Stop That Leak" campaign and we are going to ask that each of you find some time for thinking or doing something that will help in this campaign. Suggestions will be appreciated and we hope that all of you will find it not only convenient but gratifying to help along in this great movement and send your suggestions to the correspondent at Pittsburgh where they will be given careful consideration and passed on for the good of the service.

Thomas Clarkson Cooper, 77 years old, died on November 16 at the home of his son, John B. Cooper, Pittsburgh, Pa. He had been fatally ill for some time and was buried on Sunday, November 19.

Mr. Cooper was born in Belmont County, Ohio and was for many years a Baltimore and Ohio telegrapher. During the Civil War, he was a member of a party of young men who, armed with shotguns and pitch forks, went out to meet General Morgan at St. Clairsville, Ohio, but Morgan with his marauding force left as suddenly as he had come. Mr. Cooper retired 25 years ago and for 20 years has lived with his son at Pittsburgh. He is survived by his wife, four daughters and one son.

**Glenwood Roundhouse**

Correspondent, J. P. Passmore

A few days ago Assistant Chief Clerk Rider was greatly annoyed by being asked, "Rider, what did you do to your hair? How light it is!" Information of this kind would be a haven to blonds.

Anyone desiring any information as to how to conduct "Pajama" Parties, can do so by applying to a certain young lady in the Master Mechanic's Office. Don't forget to tell them, Anne.

Congratulations and best wishes are extended to the bride and groom. John Crisswell was formerly employed in the roundhouse at this point, now of Allegheny Shops.

**Monongah Division**

Correspondent, ANNA MARY UNKS

Our friend John Donnachie, the relief agent, doesn't care for Camel cigarettes. He is afraid they'll make him hump-backed.

We have a new third trick telephone operator in the Superintendent's Office. She is young and good looking. Good luck to you, Alice.

Speaking of the difficulties of the telephone operators, they are many and sometimes great. If we did not possess, at least, the ordinary amount of intelligence, how would we be able to know just whom the Parkersburg operator meant when she asked for Mr. Hobble Skirt? See if you can figure it out!

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**Charleston Division**

Correspondent, M. W. JONES  
Secretary to Superintendent

We regret that the pictures of the children of Section Foreman S. M. Cochran were placed in error on page 52.—Ed.

In our column of honor this month, we present a photo of Miss Madge Hinzman, chief clerk to the general foreman at Weston. Entering the service some eight or nine years ago as clerk, Miss Hinzman has been promoted in recognition of efficient and loyal service, to the position she now holds. Miss Hinzman needs no introduction to any one on our division, being well and favorably known to all of us.

Chief Dispatcher J. T. Staples, who with his wife recently visited Havana, Cuba, is back on the job again, and reports a fine trip. We are advised that during his absence John visited the "Fountain of Youth" at St. Augustine, Fla. Be that as it may, he looks ten years younger since he came back.

Master Carpenter A. W. Walter, Charleston Division, has been promoted to a similar position on the Baltimore Division. While we regret to lose a good friend and a loyal officer, we congratulate him and our best wishes go with him to his new home.

"Look after the pennies, and the dollars will look after themselves."

The attention of every one is called to the appeal made by our President in the Christmas MAGAZINE to employees. We feel sure that so far as the Charleston Division is concerned, the response will be 100 per cent. There are many ways in which the "Leak" can be stopped. The principal way among these is the saving of the \$1.00 per day it costs for every day the foreign car lies idle in our back yard. The long distance telephone call that might just as well have gone by telegraph, as the latter costs us little, the facility already being ours; the gas or electric light we left burning when we went out to lunch, or when we went home at night; the envelope we wasted, the piece of paper we spoiled and threw away instead of using for a second sheet, and last but by no means least, the COAL bill. The interest which has recently been shown by the engineers and firemen on our division in connection with fuel performance, has been grati-

fyng to our officers, and it is hoped that with the full co-operation of everyone we may get back to our FIRST place.

"IT CAN BE DONE" is a good slogan.

The most important event on our division during the past month was the marriage of Baggage-master E. L. Cutlip, Pickens Line, to Miss Turner, of Weston. Many years we have watched Ernie's struggles, and at last, after heeding the good advice handed him by his friends, he has taken unto himself a wife. We all said that John and Ernie would never marry. John fell and Ernie followed suit, and now we have only two or three eligibles left. Speak quickly, girls. The happy couple spent their honeymoon in the East. Our hearty congratulations to Ernie and sympathy to his wife.

**Courtesy Pays!**

Travelling Auditor Porter, who has been located on our division for several years, has been promoted to a like position in Chicago. We are sorry to see him go, but we congratulate him on his move. A friend of all of us here, and a royal good fellow throughout!

Assistant Superintendent Kinton spent a couple of days in Baltimore recently in connection with our new timetable, which, taking effect on December 17, gives us night service on the Elk Line, and from this date, the sight of a sleeping car on the Charleston Division will no longer be a novelty.

'Tis true at times we cannot comprehend Just why the peak we're struggling to attain Seems always distant and our efforts vain -- Our tired feet slip off as we ascend. And yet, perchance 'tis just around the bend,

The goal which we are striving hard to gain. Then let us waver not, our course is plain, 'Tis ever forward and—the promised end.

And now, our editor having limited the number of words this month, we will have to close. We wish every one a Very Prosperous and Happy New Year, and we hope that the Charleston Division will hold first place in 1923 in COURTESY — SAFETY — EFFICIENCY and in sending suggestions to STOP THAT LEAK!

Passenger Conductor L. D. Morris, Elk Line, recently spent a vacation on the St. Lawrence River among the Thousand Islands. In our photo we see him with



Hats off to this new chief clerk, Miss Madge Hinzman!

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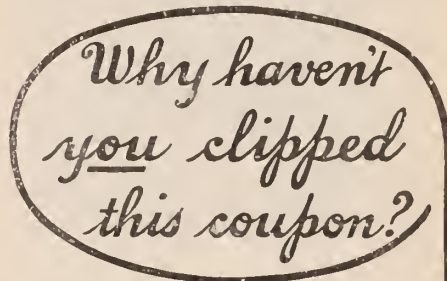
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At we ask is the chance to prove it. That's fair, isn't it? Then mark and mail this coupon. There's no obligation and not a penny of cost. It's a little thing that takes but a moment, but it's the most important thing you can do to-day. Do it now!

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Passenger Conductor L. D. Morris, his catch of fish in the St. Lawrence River, and his little daughter, Nancy Grace, age 4 years

twelve and one half pounds, a two-hours' catch. The little girl in the photo is his daughter, Nancy Grace, aged four years.

### Wheeling Division

Correspondent, MARIE SLATTERICK

In our September number we said that Miss Louise Walthers was wearing THE ring on THE finger and we said that she said it was not "coming off" for a long time. However, she surprised us all! On Thanksgiving Day she was wedded to Mr. William Archibald, also of Wheeling. Guess she's got a lot to be thankful for now all the year 'round!

The Michel boys from the Accounting Office seem to have an awful time every day at noon in getting their car started. Watching them from the window it would seem as though they intended to push it all the way home! As long as they stand by her she chugs away merrily, but once they climb in under the wheel she dies away like a ripple on the water and they have to get out again. You have our sympathies!

Mathew Grove and Carol Brandfass, file clerk and office boy, respectively, General Superintendent's Office, Wheeling, had an awful disappointment on Sunday, December 3. They went to Terra Alta to see the far-famed tamed and trained rabbits, but as they only had a half hour's stay all the rabbits they got to see were the ones hanging in front of a butcher shop! Better luck next time, boys!

A lot of us want to know why Cecil Dye, Freight House employe, came to work two hours too early one morning. He can't give any explanation of himself except that he must have looked at the clock wrong. Rumor has it that he didn't get in until 1.30 that morning, and instead of going to work at six o'clock he got there at four.

In the accompanying picture we have little G. L. Hartman with his pet horned owl. The little fellow is the adopted son of Engineer G. H. Hartman, who works out of Benwood.

We extend our sympathy to Engineer W. C. Furbee and his family on the loss of his little daughter, Virginia, age nine, whose death occurred on November 19.

### Benwood Shop and Terminals

Correspondent, J. L. CUSACK

Blaine Stephens, tank man, Benwood, must have been born under a lucky star. Boilermaker Carter was handling the punch board and after Mr. Stephens had spent nearly a week's wages on this board he was presented with a beautiful pair of lace curtains. We understand that two young men in the Roundhouse Office at the shops have been tramping the streets of Mc-Mechen to get a glimpse of these curtains.

We are glad to report the return to duty of the popular terminal trainmaster, F. R. Davis, who has been on sick leave for the past several weeks.

General Clerk Jacques W. Stocking is confined to his home on Fifth Street, McMechen, with a bad case of mumps. However, he is getting along nicely and will soon be with us again.

The Chief Crew Dispatcher's Office has been moved from the east end of the Yard to the west end, in the building now occupied by the terminal trainmaster.

G. J. Stein has been promoted from engineman to assistant road foreman of engines. Mr. Stein is one of the most



Mr. and Mrs. R. T. Brooks at "Vista House," Columbia Highway, Portland, Oregon, on October 5

popular men on the division and his appointment will be received with great favor everywhere.

We are sorry to report the illness of General Foreman J. P. Duffey. Mr. Duffey will leave for Florida in the near future where he will spend some time for his health. Hurry back, "Joe."

### Save Coal!

Albert Vernon Coxon, Division Accountant's Office, son of Engineer John M. Coxon, Wheeling Division, recently underwent an operation at St. Joseph's Hospital, Baltimore, Md. At this writing Mr. Coxon is much improved. We hope for his speedy recovery.

Engineman and Mrs. J. M. Coxon recently returned from a six months' trip to Europe. John says he prefers the fog of the Ohio Valley to that of London.

He visited Liverpool, the city of his birth, and enjoyed the festival of the Preston Guild, at Preston, England.

General Foreman W. J. Hehr has recently purchased a Buick touring car. If he makes as good a chauffeur as he is a general foreman, "Jimmie" Murphy had better look for other climates.

### Save Coal!

Old Dan Cupid's sure playing havoc with the forces at Benwood. Yard Clerk L. K. Reynolds recently surprised his many

friends by taking unto himself a wife. Mr. and Mrs. Reynolds spent their honeymoon in the East. Fireman H. S. Dennison, who was transferred temporarily to the Wheeling Division from the Cumberland Division, was married recently at Rowelsburg.

Acting General Foreman, J. J. Donovan recently made a trip to New York and points east. We understand he made this trip in his Ford Sedan. While looking over the classified page of a Wheeling Daily the other day noticed a well known ad. which told of a well worn Ford car for sale—and J. J.'s name was signed at the bottom.

### Western Lines

#### Cincinnati Terminals

Correspondent, JOSEPH BEEL

A Precious Railroad

By G. B. S., Car Inspector

There's a precious little Railroad  
You're familiar with I know,  
It runs from our Queen City  
To Toledo, O-H-I-O.

You will find it always busy  
Wherever you may go,  
Just follow me adown these lines  
It's name you'll find below.

On it you'll like to travel  
As from place to place you go,  
Some call it the "old" C. H. & D.—  
'Tis the good old B. & O.

Among our jolly officers  
Mr. Meyer's smiling face—  
He's superintendent—takes the lead,  
Trainmaster "Fitz" keeps pace.  
Assistant Trainman T. J. Bowns,  
McKenna keeping step,  
Relief McKillips' little hunch,  
And Yardmaster Mauntell's pep.  
Assistant Burman, called the Jew,  
And Mr. Hayhoe among the few;  
Assistant Charles Layman, the smallest  
of all,  
He didn't grow large, that's why he is small.

#### How Much Have You?

By G. B. S., Car Inspector

I'd like to have a million  
I think I could stand pat,  
Or ev'n a hundred thousand,  
I could just live on that.



G. L. Hartman, eight year old adopted son of G. H. Hartman, and his pet owl



And fifty thousand dollars  
Is not so very bad,  
If I could get but thirty  
I'd be almighty glad.

I might say that five thousand  
Would not look bad to me,  
Or even, say, twelve hundred  
That's not so bad to see.

Five hundred's not so fancy—  
Some folks would call it tame,  
But say, I wouldn't mind it—  
I'd use it just the same.

And get right down to fifty—  
Some folk may call that small,  
Tho' twenty-five is better  
Than having none at all.

Ten dollars is small money—  
But mercy sakes alive!  
There certainly are times when  
It's great to have a five!

**A Thin Excuse**

By G. B. S., Car Inspector

You think it's really shocking  
For her to use her stocking  
As a place to hide her valuables away,  
But stop and think a minute—  
The girl wants something in it,  
And her money helps a little, so they  
say.

We extend out sympathy to the families  
of several of our employes:

Car Inspector Lampking was killed at  
Ivorydale while on duty.

John Norrish, car repairer, died. His  
son is employed at Ivorydale.

P. Staubitz, who served 25 years as a  
blacksmith, died. His two sons, "Pete"  
Staubitz, machinist, and Henry Staubitz,  
boilermaker, are with the Company.

We also extend our sympathy to "Fred"  
Nolte who lost his brother as a result of an  
automobile accident.

**Much Ado about Nothing**

By H. H., Superintendent's Office

There are some people in our midst,  
Whom Fate sure treats with kindly care,  
For whether they deserved or not,  
Each got a gift from her most rare.

For from the office gloom did step,  
One night, Maloney, full of pep,  
And with his laugh the hall did ring,  
For a week he'd just leave everything.

He'd take himself about the town,  
And paint things up red, white and  
brown,  
And after he'd of fun his fill,  
Back he returned just full of thrill.

Then on another Saturday night,  
Out marched Joe Beel, whose heart  
seemed light,  
And for a week likewise he made,  
Life seem to him without a shade.

Next on the list, but not the least,  
Our friend, Frank Nock, his work did  
cease,  
And with a light and buoyant air,  
Forth like a conqueror did fare.

Now why is it that some do meet  
Blessings with which we can't compete?  
For though our work we never shirk,  
Good things near us don't seem to kirk;

This is why sometimes we seem,  
Of quite a sad and grumpy mien,  
But we will sure cheer up again,  
And hope these things soon to attain.

H. Tucker, machinist, Ivorydale, is the  
proud daddy of a new 9-pound son. We  
are looking for an apprentice's application  
to be turned in for the boy, so that he can  
start serving his time as a machinist as  
soon as possible. Congratulations!

Hope that the Christmas season was one  
which was enjoyed by all. Good luck for  
the year 1923!

Some changes have been made in the  
Division Engineer's Office. W. P. Abbott,  
formerly assistant division engineer, has  
given up railroading, after about 12 years  
service with the Baltimore and Ohio, to  
enter into the mining of fluor-spar. We  
wish him much success.

Mr. Abbott's successor is G. B. Farlow,  
a young man transferred from Dayton  
(formerly of Cincinnati). We all extend to  
Mr. Farlow a hearty welcome and trust he  
will enjoy the period of his stay here.

Mr. Farlow, however, is not the only new  
member of the Division Engineer's Office  
force. J. F. Augberger, formerly general  
clerk, Storrs, has taken the position of  
chief clerk, succeeding A. R. Hunter, who  
resigned. "Joe" is a promising young man  
and is liked by all the force (including the  
superintendent's force), even though he  
has a "misplaced eyebrow." "Joe" likes  
the new boss all right, but he surely does  
envy him that mustache (Mr. Farlow has  
a really-honest-to-goodness mustache).  
"Joe" has tried for months to grow one  
but he hasn't the right method to coax it  
along.

**Freight Traffic Department  
Southwest Region, Cincinnati**

Correspondents, E. H. GARDNER and  
C. C. TROY

**ECONOMY**, spelled in capital letters, is  
one thing President Willard is calling on us  
all to practice to the limit at the present  
time. With the necessity so urgent, the  
response to Mr. Willard's appeal should be  
hearty on the part of all employes. Of  
course, there are probably few of us who  
could actually be said to be wasteful, but  
most of us could save a bit more if we tried  
harder. The means to economize will no  
doubt suggest themselves from day to day  
according to the line of work in which we  
are engaged, but if you have any ideas of  
your own, send them in. We'll give you our  
word that the editor will be glad to have  
them. Please practice economy in some



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form, so that our President will see that his  
request has not fallen on deaf ears, but has  
been the means of accomplishing the de-  
sired result.

The accompanying picture is an excellent  
likeness of William G. Scholl, chief per cent.  
clerk, Tariff Bureau, Cincinnati. Mr.  
Scholl's service record covers a period of 35  
years, his first position being that of mes-  
senger in the Telegraph Office, Chillicothe.  
Subsequently he held the positions of opera-  
tor, Chillicothe, West Junction, Athens,  
Parkersburg, Hamden, Greenfield, Midland  
City, Blanchester, Oakley, Cumminsville  
and "SG," Cincinnati; clerk, Continental  
Line and Central States Dispatch, under S.  
T. McLaughlin, Archibald Fries, T. H.  
Noonan, S. A. Allen, and T. J. Walters.  
Since 1918 he has been assistant tariff com-  
piler and chief per cent. clerk in the Tariff  
Bureau. "Billy's" ambition is to complete  
50 years of service with the "Best & Only"  
and we believe he'll do it, in spite of his bald  
head. He owns an Essex coach and will take  
any of us out riding any time we want to go,  
if we care to take the risk.

Olive Tealen has taken up golf. We re-  
gret that we are unable to print the score  
of her first nine holes, lack of space not per-  
mitting. Ollie says she is improving rapidly,  
however, and we'll bet our bottom dollar  
she'll be some sort of a champion some day.

"Ben" Harris wants to sell his "Phord."  
One hundred and fifty sobs is the price.  
The correspondent is going to demand a  
percentage for advertising. This Phord is  
registered stock, its official name being  
"Oceanic Roll." The purchaser will be  
given, gratis, the pedigree, (which contains  
the names of "Oceanic" ancestors, etc.,  
etc.) and NO spare tires.

Talk about popularity! That is one  
thing Giles Kridler is with the girls—one  
hanging on each arm the other day parading  
him right down Vine Street. We'll bet he  
has taken lessons from Todd.

Why does Louise love Mart Muller?  
Bill Jones take a Westwood car so fre-  
quently?





ON THE NEWARK DIVISION—WHERE NEWS IS NEVER SCARCE

1—Little Jean Carpenter, grand-daughter of Operator Charles Strope, yard office, Columbus, Ohio. 2—Car Shops at Sandusky. 3—When items are few our correspondents get married. Behold the bride, our former correspondent at Sandusky—Miss I. C. Martin, now Mrs. Miller. Mr. Gruelke was best man. P. S.—Mr. Miller was at the wedding, too. He also, is shown in the picture. 4—Our elevator at Sandusky

George Perry visit the boiler-room so often?

Elza Jett work?

Everybody who lives in Newport stay there?

Why does "Skeet" Schott start a factory in competition with the Joslin-Schmidt Co., and then—Arthur Reed start one in competition with "Skeet" Schott?

### Newark Division

Correspondent, B. A. OATMAN

#### Newark, Ohio, Station

Greetings of the season! May the New Year bring to you and yours all happiness possible, and may you enter the New Year determined to make a success of whatever you attempt to do.

#### Stop That Leak!

This is a slogan applicable to, and worthy of consideration by, every corporation, man, woman and child. Small wastage leads to greater losses. Little drops of water make the mighty ocean. Little grains of sand make the pleasant land and the small things collected make the larger things.

In the handling of a great railroad system like the Baltimore and Ohio, it is of the utmost importance that every channel of expense be guarded carefully. To do this requires the constant watchfulness of every officer and employe of the Company. It will be remembered by the older employe, how in years gone by, it was the practice to a great extent, to go to the storeroom for every piece of material needed in the performance of the work. No particular thought was given to the fact that the very material needed could probably be picked up in the shop or in the scrap bins where it had been thrown with other scrap material. How times have changed! Every nut, bolt, washer, spring, cotter key, every piece of lumber worth saving, is now reclaimed and placed in stock again for future use. The saving made by reclaiming old material is enormous when the entire railroad is taken into consideration. You therefore can see that saving made is due to watching the small things. The individual employe is certainly in a position to guard against any leak.

The employment unrest of early 1922 caused a heavy drain on the financial condition of the Company and it has been necessary to reduce in forces and curtail every expense possible in order to meet our obligations. Since we are a part of this great organization and members of the Baltimore and Ohio Family, the Management, through the columns of the MAGAZINE, solicits our individual support in stopping every leak in our expenses. We are invited to send in our suggestions to "STOP THAT LEAK," Mt. Royal Station, Baltimore, Md., where all suggestions will be given careful attention and submitted to the proper officials. Do not be backward. If you have a suggestion to make, (you, perhaps, see something every day which could be done at a reduced cost to the Company) let your suggestions be used in stopping the leak you have located.

Let every employe on the Newark Division enter into this campaign with a view of making our division rank first among the divisions on the system. DO NOT WASTE TIME OR MATERIAL and see that the newer employe follows your example.

Harry Kale, the popular freight house foreman, always says that if you can't get in at Number One door, put them in Number Two. Harry certainly tells them where to drive their trucks or drays and always has the interest of the men and Baltimore and Ohio at heart.

Glenn S. Berry, efficient delivery clerk, says that sometimes it is one section and sometimes another, and reports that all in all it takes a good man on the job and that he is one of them. (The groans that you just heard were from the house foreman and freight handlers. Just jealous, that's all.)

"Jay" Long, yard checker, has the radio bug and is always trying to receive something for nothing. How about another tune from "The Burning of Rome"? "Jay" says he got in on a conversation between two ocean steamers at sea but it was too deep for him and he jumped back to Cleveland where he is more at home.

Hugh Delaney, Ivan Ballsoff and Cyrus McDaniels attended the freight trucker's ball recently. "Cy" fell asleep and they say he kept shouting to Hugh and Ivan to put the plank in the car, as he couldn't very

well truck freight over such a high door. We are all wondering what they served for refreshments.

It always seems good that whenever a bunch of Baltimore and Ohio employes get together they have a good time. We sometimes wonder if the rest of the boys are as fortunate. We sincerely hope so.

### Mansfield

Correspondent, C. R. STONE

#### Baltimore and Ohio Contemplating Big Improvement at Mansfield

That the Baltimore and Ohio realizes the rapid industrial development of Mansfield and is making its plans to keep pace with the needs of Mansfield's future, was made clear recently in an address given to traffic men of the city by G. W. Arnold, our industrial agent, when he said in part:

"At the present time we are spending between \$50,000 and \$75,000 improving terminal and yard facilities in Mansfield. With the purchase of the Cline and Nelson warehouse on Fifth Street, at the foot of North Walnut Street, we will have one of the best freight depots and team tracks along the Baltimore and Ohio System.

"My Company fully realizes the great industrial development which has been going on in Mansfield. It realizes that Mansfield's growth will continue to be rapid, and my Company wants to be in a position to serve this community to the best of its ability."

Mr. Arnold stated that the trend of industrial development was north and that he expected to see an ever growing colony along the northern border of the city.

While Mr. Arnold's local reference was mainly to freight and facilities, it is hoped that the Baltimore and Ohio may some time soon be able to give Mansfield passenger depot facilities in keeping with a city of its importance. Traffic men and railroad men were in large attendance and took great interest in Mr. Arnold's address. Other Baltimore and Ohio men present were: E. N. Kendall, division freight agent; E. C. Doudna, travelling freight agent; C. L. Hardin, travelling industrial agent, and the writer.

W. O. Stockwell, our popular agent, is going to write the words, and H. F. Wyatt



is going to furnish the music; the name of the song will be: "I Would Rather Have Ten Good Box Cars than be the Czar of Russia." Yardmaster L. L. Kerr will undoubtedly write a parody upon the above sing entitled: "The Demand Greatly Exceeds the Supply."

Travelling Freight Agent E. C. Doudna was in the city recently relative to traffic movement and prospects. Mr. Doudna is evidently going to dispose of the new Baltimore and Ohio maps. He reports that it is the best map put out by any railroad and that an inspection of it brings favorable comment from all.

Division Freight Agent E. N. Kendall, Newark Division, recently spent the day at Mansfield, calling on the various manufacturers regarding the movement of both inbound and outbound traffic.

George Reichart, our popular chief clerk, is having his troubles with car orders. One of George's daily 'phone conversations runs: "We haven't any empty at the present time, but we'll put you on the list and will do our best to give you a car as soon as possible." We wonder if the time will come when empty cars will be easy to obtain. The future will tell; we cannot.

George Sellers reports that there are people travelling westward these days and that passenger business is as good as ever. George is a good fellow and is always looking out for the interests of the Baltimore and Ohio.

Well, the election is over, and I think that the freight house crew gathered in some money on their candidate—viz. "Andrew Gump, the chinless wonder, 100 per cent. for the People." There certainly was some good sport betting on such a man as that. However, he was elected by a majority of 37 votes, thanks to the women.

**When the Moonshines on the Moonshine  
so Merrily.**

A fool there was and he loved his brew  
Even as you and I.  
Said he with glee, "Ha, a new recipe  
I'll surely have to try!"  
So he got some hops  
And the rest of the props  
And started in to brew;  
But the stuff got thick,  
And it had no kick,  
But it made a great shampoo.—  
—Selected

**Columbus, Ohio, Station**

Correspondent, R. KENNETT

We are entering a New Year of service for our Company. Let us endeavor to put forth our best efforts in that service, observing all rules and regulations that the standards of our Company may be kept, as always, at the highest.

Dispatcher H. S. Conley spent his vacation sight-seeing in Clintonville.

Traffic Manager D. W. Hare, Cleveland Avenue, recently spent a few days at Louisville, Ky.

Operator H. Lusk, N. & W. Crossing, spent the holidays at his old home in Kentucky.

Conductor W. H. Hukill, of Thornville on the Lake, has been appointed acting General Yardmaster during the absence of General Yardmaster Decker, who is off duty because of sickness.

General Foreman Van Blareum recently took his vacation. Car Foreman Avery acted as general foreman during his absence.

Did you notice the slump in the rabbit market recently? Car Foreman Savely and Inspector Evans spent Thanksgiving day among the cotton tails.

Operator John Marsh, Big Walnut, recently moved his family to East Columbus. John says its cheaper to move than to pay rent.

Famous sayings of our fellow employes:  
Mickey—That's what I say.  
Hukill—Say, I'll swear.  
Jenkins—.....'cm.  
Mason—Give me a cigarette.  
Avery—Gee-miny Krauts. (Then he scratches.)

Stoney—Telefoam—Brockton.  
Evans—What engine? What does he get?  
Groffin—Huh!  
Smith—Any thing coming?  
Wurdack—Go jump in the river three times and only come up twice.

We wondered what made Conductor "Ike" Thomas step around so lively here recently. After investigating it was discovered that he is "Grandpa." A 12-pound boy being born on Thanksgiving Day. Congratulations, Grandpa Thomas!

Don't overlook the sign on the yard office door. Any one caught loafing will be taken into custody by Deputy Johnson and taken before Big Cheese Jackson of the Sand House Committee.

**Sandusky**

Correspondent, R. SCHEMENAUER

At nine o'clock in the morning of October 19, Miss Ivette Martin, our ticket clerk at Sandusky, became the bride of Mr. E. F. Miller of this city. Mr. Miller holds a responsible position with the New York Central. Betty, we dislike to lose you, but unanimously wish you a life of happiness.

The office force and other Baltimore and Ohio employes presented Mrs. Miller with a handsome mahogany mantel clock and a hand painted bread board and knife. Our chief clerk, Mr. Kernan, used good judgment on what to buy for a newly-wedded wife (as he is a bachelor). He asserts that both gifts were well adapted to the occasion. The sweet pealing of the clock in the wee hours of the morning will arouse "Ed." with nothing but pleasant feelings, while bread board and knife will afford him manual exercise in cutting bread for his wife's social functions.

Our first New Year's resolution (Fred Walsh):

I hereby resolve not to wear bell bottomed trousers or have my hair cut a la Valentino during the coming year and will act as official censor for the responses to Mr. Stoffel's application for a wife.

**Akron Division**

Correspondent, J. A. JACKSON

The accompanying picture of J. R. Easton and party was taken at Lost Lake, Wis., during a recent trip to this excellent fishing grounds. Note the large catch made by Mr. Easton, assisted by James Henry. This fish weighed 20 pounds and measured 44 inches in length. Mr. Easton was more than pleased with the trip and is planning to spend his vacation next year in the same place.

Yard Clerk Clyde Nicholson, New Castle Junction, and Miss Florence Ellis were married recently at New Castle. They enjoyed their honeymoon in Canada, and are now residing in a newly furnished home on East St. New Castle. Congratulations!

Yard Clerk Frank Stevenson, New Castle Junction, also took the fatal leap in November. He and his bride are now at home to their many friends in their new home at New Castle. Congratulations from the Akron Division employes are extended to the happy couple.

Our sincere sympathy is extended to Terminal Trainmaster R. E. Pyle, Youngs-

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PATENT LAWYER

624 F. Street, N. W. Washington, D. C.

town, Ohio, in the death of his wife, which occurred at their home on November 29.

A party of Akron Division employes enjoyed a successful hunting trip to the Watson farm, on the Butler Branch of the Baltimore and Ohio. They succeeded in bagging many cotton tails and pheasants, but report bear and deer to be scarce in that section this year. The party was made up of the following: Road Foreman of Engines J. L. Shriver, Car Distributor G. W. Miles, and Engineers Berl LaFever, "Joe" McBride and Clyde Byerly.

The Akron Division will be represented in the Class AA League of the A. R. C. Basket Ball League, which was formed in Akron recently. Players on the team are Hoskins, Shriver, Eilbeck, Cook, Wilson, McCarthy, Loux and Boyd.

The first game of the season was played in New Castle on December 2 and resulted in a win for the Keystone Boys. A return game will be played on the Akron floor some time in January.

**Massillon**

Correspondent, W. E. BRUGH

Clerk to Trainmaster

J. T. Sidaway, bridge inspector, was observed on his way home with a rabbit under his arm. It has been reported, however, that the poor thing was shot by some other "crack-shot." We did not think you had the heart to do that, "Sid."

Brakeman J. J. Ryan recently had an accident at Massillon, slipping and getting hand caught between couplers, losing left thumb. Best of luck is wished you, Ryan.

J. T. Sidaway recently spent a few days in Florida, where he visited his mother and other relatives.

We will have to apologize to the freight house force this month for not writing them up, as they have all been too good and working too much overtime each night to handle the volume of business at this point.

We extend our sincere sympathy to Oliver and Paul Seifert, respectively warehouse foreman and interchange clerk, at the freight house, who lost their mother recently.

Boy, page Mr. Sidaway, as another reckless automobile driver ran through the safety gates at Main Street. This is a dangerous habit, isn't it "Sid?" and besides that, they don't realize who has to repair them either.

We have heard that Cupid is about to strike one of our employes. If anybody wants to get any further information, get in communication with Brakeman F. C. Wiesenberg. Be careful, "Chick," some times the sea gets pretty rough!



### Cleveland Terminal

Correspondent, G. R. LITTELL

Among the things to be thankful for at the Cleveland Terminal:

At a Thanksgiving dinner, Mr. Littell thanked Superintendent D. F. Stevens for the better working conditions made possible through our new location in the Passenger Station Building. Many, many thanks, Mr. Littell, for the Thanksgiving dinner.

Mr. Niederheiser has been elected delegate of the Veterans' Association Convention representing Cleveland.

### Chicago Terminals

Correspondent, J. L. NICHOLS

It is with a good deal of regret that we announce the resignation of Thomas H. Williams as our MAGAZINE correspondent.

It is a pleasure to announce that Mrs. R. A. Barlow, wife of our genial trainmaster, is fast recovering from severe and dangerous injuries sustained recently when she was struck by an auto, near her residence.

It is reported that Miss Rose Welch (Bob), stenographer, Office of Engineer of Maintenance and Construction, will become the bride of Mr. Kimbal Wayman on December 30. The young people have the best wishes of all who know Miss Welch.

Another bride to be is Miss Marie Carroll, clerk, Stores Department. Evidence: a swell sparkler. The lucky guy is a second "Looy." She will toe the chalk line. We all hope she will be happy as a member of "Ed's," command.

There are more of our genial lady clerks at Lincoln Street who are under suspicion. It's contagious!

A wedding announcement before us bears the name of our highly respected accountant at Lincoln Street, Clayton R. Briggs, who was married to Miss Martha M. Keating on November 25. Mr. Briggs certainly sprang a surprise; we thought his mind was at all times centered upon the mass of figures constantly under his eye. "Clay," we wish you both many years of happiness and success. The smokes were fine. Thanks!

"They say" that our good natured friend, Road Foreman "Noisy Mac" McCuen, accompanied by the trainmaster, master mechanic and general foreman, conceived the idea of relieving the "drag" of their strenuous duties by "slipping" out to a duck dinner. "Mac's" "steam" got low and he found himself "stuck" for the feed. Now he is lurching on soda crackers and water till pay day. Poker up more next trip, "Mac."

The many friends of our smiling Master Mechanic Frank Moses will be pleased to know that he has so far recovered from a

severe attack of rheumatism as to be able to operate his new Maxwell sedan. He is so happy the speed cops have his number. General Foreman Rosenberg advises him to remember the Blue Island jail.

"Big Hook" Julian, our wrecking foreman, has taken unto himself a Ford. We hope it will not be necessary to use the "Hook" to pick up himself and his Ford while he and his Mrs. are joy riding.

Passenger Car Foreman and "Junior Lincoln" Jockey George Sherman, is back from a much needed vacation, spent in St. Louis. Too bad his face is not larger, so his smile might have more room. As it is, his genial countenance is a pleasure to all comers.

Assistant General Foreman Fred Rosenberg, East Chicago, has been on his vacation. Why did he not take his Mrs.? Why! She wanted to clean house while Fred was out of the way. She might have used him instead of a step ladder, to clean the ceiling and other high spots. She will next time. She is a little new at the house cleaning game.

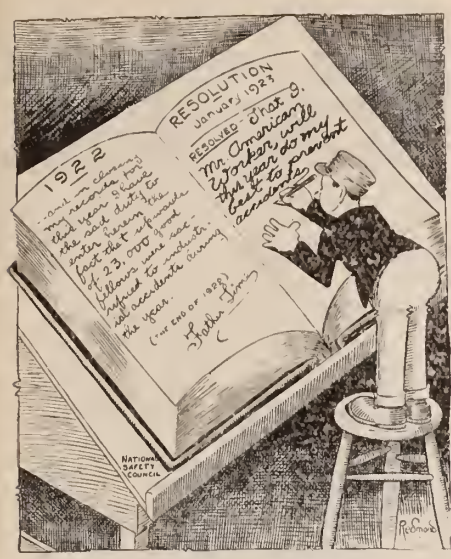
The arrangements for the installation of instruments for the purpose of dispatching trains by telephone have been completed. The new system bids fair to be much more satisfactory than the old, as it enables the dispatcher to continually "mix" with the operators and others out yonder, forming a business family of which he is the head.



IN A SPORTING MOOD ON THE AKRON DIVISION

1—The New Castle Basketball Team, front row: Barnette, guard; Glenn, captain and center; Van Fossen, guard. Back row; Weiss, guard; Watson, forward; Weinbrenner, manager; Suber, forward; Buckingham, forward. 2—J. R. Easton and his catch from Lost Lake, Wis. The fish was 44 inches long and weighed 20 pounds. 3—Akron's "beau brummels," Frank Hert and "Herb" Hossler, Division Accountant's Office. 4—Fishing party at Lost Lake, Wis. Left to right: J. Henry, D. H. Johnson, Mrs. Easton, J. R. Easton, Mrs. Johnson. 5—Clerks of the Division Accountant's Office, Akron; "Jake" Greenberg is the chesty fellow in the front line





### Chicago Division

Correspondent, F. N. SCHULTZ

Chicago Division boasts of a file clerk with one of the best memories of any man on the System. To emphasize this point we submit the following:

One day, about 10 years ago, the devil appeared to the chief clerk and said that he had come for the file clerk. The chief clerk protested, "Don't take the file clerk, we cannot spare him; he has charge of all our files; he has the best memory of any of our employes and never forgets anything." The devil considering the plea of the chief clerk, made the proposition that if the file clerk ever forgot anything he would get him, regardless of protests, and thereupon sought the file clerk and said to him, "Mr. Hickman, do you like eggs?" "Yes sir," replied the file clerk, whereupon the devil disappeared. Yesterday as the file clerk was searching one of the file cases the devil jumped out and said "How!" Immediately the file clerk replied, "Fried."

### South Chicago

Correspondent, ESTHER J. SPREENBERG

The Season's Greetings to everyone. May the New Year be a Happy and Prosperous One for All!

Adolph Wegrzyn, clerk in Mr. Quigley's Office, wears a broad smile. We hear that Adolph recently placed a beautiful diamond ring on the finger of the girl of his choice and that soon the wedding bells will ring out. Congratulations, Adolph!

We are pleased to announce the arrival of another baby daughter in the Hufton family. Mr. John Hufton is chief clerk to Train Master Huggins.

We were sorry to learn that Miss Anne Dubsky, stenographer to Mr. Quigley, was taken to the South Shore Hospital. Reports say that she is getting along nicely, and we hope that she will soon be convalescent and back with us once again.

Laverne Thompson, genial car record clerk at 90th Street, is on the sick list. We hope for her speedy and complete recovery.

Emily MacFarlane Kendall, former passing report clerk at 90th Street, has just returned from the Northwest and is visiting her mother and sisters here. All of the office folk were mighty pleased to see her once again.

### Willard, Ohio

Correspondent, CARL C. CLUGGISH

Willard, as well as all other points on

the Baltimore and Ohio system, is enjoying one of the heaviest periods of business that has occurred for a number of years. There were 5185 cars handled through Willard during the 24-hour period which ended at 12.01 a.m. on November 4, the largest in our history. In order successfully to handle this amount of business, it means that every employe has to be on the alert to keep his end of the game going. Because of the fact that each man has so far been able to hold his own, it goes to prove that everyone is willing to do his part to keep the wheels moving. We cannot help but reflect that the supervision of the officers at Willard has not been in vain.

Now that all of the passenger trains are back in operation and the old men back on their former jobs, things look bright for the winter months. It seems good to see the passenger trains go through, not only to the public in general, but to the people that ride on passes, as for some time past many of the trains in operation were trains on which passes were limited.

During the last month, a number of new men have been employed, both in the Mechanical and Transportation Departments. Out of this number, some, no doubt, will be with us but a short time, some may last several months, but there cannot help but be some valuable material develop which will be of great help to the Railroad in the future. Such period of business as we are visited with at present, always brings out the best and the worst in us and shows what material a person is made of.

Seemingly out of a clear sky, and without any advance notice, whatever, came the announcement of the marriage of Miss Hazel Kuhn and Harry Jones. Mrs. Jones had been employed as record clerk, Central Yard Office, and Mr. Jones is an Akron Division brakeman. Mrs. Jones will know how to cook as she received some valuable instruction along this line last winter in the Central Yard Office restaurant. Best wishes, Hazel. Do not forget where our office is located!

One of the most regrettable events that has occurred in Willard for some time, was the death of Yard Clerk Donald Smith, on October 20. Donald had been in our employ for over two years, working as checker and booking out clerk, and was thought of very highly by the men in the Willard Yards. He leaves his parents, Mr. and Mrs. Walter B. Smith, and one brother, Robert.

Yard Brakeman R. D. Stull was recently hurt while at work in the East Bound Yards, being found in a dazed condition by one of the other brakemen. His injuries have about healed and he is getting along as well as can be expected.

Luther Sherman, secretary to Mr. Kopp, has been temporarily transferred to the office of Chief of Yard and Terminal Operations E. T. Horn at Baltimore and his place has been filled by W. H. Heinlen, who was previously employed as chief yard clerk, East Bound Hump.

In the opinion of a great many of the men in the Willard Yards one of the best arrangements for extending sympathy to a fellow worker is the plan which has been in operation for some time at Willard. We have what is called our "Floral Fund," which is used to buy flowers, etc., it being made possible by donations from everyone in the Yards, and by the road men as well. J. M. Barnville is in charge and when the treasury is somewhat depleted, he sees that letters explaining the condition are sent

out asking that donations be made. This plan has been successful as the treasury has always been in good shape and it has been the means of expressing sympathy many times.

Crew Dispatcher H. L. Deveny says he is organizing a bureau, which he will call a "Matrimonial Bureau." For particulars, inquire of Mr. Deveny.

### Ohio Division

Correspondent, A. E. ERICH

Keep 'em Going. The present car shortage makes this absolutely necessary.

"Stop That Leak" in loss of revenue on account of delayed cars; see that they are unloaded or loaded promptly and moved, as CARS ARE ONLY EARNING, WHEN WHEELS ARE TURNING.

Joseph McGinty, blacksmith, and Miss Marie Schuer were recently united in marriage. We wish them happiness.

Ralph Conner, machinist apprentice, and Miss Helen Elizabeth Grohe also joined the army of married people. Congratulations!

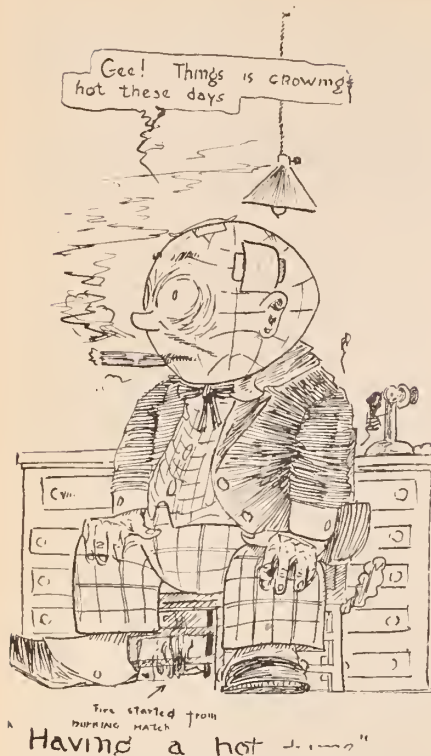
And still another. Miss Bernice Bowdle, clerk, Division Accountant's Office, took the final plunge when she became the bride of Mr. Herbert L. Gardner. The office force presented them with a fine set of silverware. We extend our good wishes for a happy future. Miss Edith Woodall, stenographer to division accountant, took a chance and played the wedding march at this wedding. Look out, Edith, it is catching.

Miss Ruth Bickel, clerk, Division Accountant's Office, was recently confined to her home on account of illness. It was suggested that some flowers be sent her. This was looked upon with special favor by one of the male clerks in that office, but in placing the order with the florist he thought the number looked small and ordered a few extra chrysanthemums. The flowers were to be delivered to the office for the purpose of placing a note with them, with the well wishes of the office force, but it is rumored that "Sheney" substituted another note and delivered the chrysanthemums personally.



Drawn by Noel Stickles, 13 year old brother of Ticket Clerk R. Stickles, Union Station, Chillicothe, Ohio





Drawn by Noel Stickles, 13 year old brother of Ticket Clerk R. Stickles, Union Station, Chillicothe, Ohio

Fireman Pearl Porter is a married man, and proud of it. Congratulations!

We are sorry to chronicle the death of Engineer C. W. Ramsey, better known as "Buck," after an illness covering a period of almost two years of intense suffering. We extend our sympathy to the bereaved wife and sister and his numerous relatives.

The Littlejohn family are enjoying some good journeys in their new "Ford." We do not know if this has anything to do with it or not, but several interesting articles have been sent us for our notes from this family.

Operator "Vic" Ray, Hamden, was operated on in a Cleveland hospital. The operation was successful to a certain extent but he is still in a critical condition, his left side being paralyzed. We wish him a speedy recovery.

Operator "Ed." Lyons has completed a test of time on trains arriving at his station and at Kelly's station. He hits the nail on the head every time, but from the information we received, he has not as yet figured "how many grains of corn a turkey will eat after a fast of 24 hours."

"Tom" Maloney, formerly operator at "DA" Tower, bid in and received third trick at "DO" office, Chillicothe.

On November 19, Engineer G. W. Miller, Loveland, received the sad news of the serious illness of his sister, Mrs. J. Soule, at Hamden, which later in the evening developed in her death. Mrs. Soule was struck by an automobile on the road between Dundas and Hamden. The sorrowing relatives and friends have our sincere sympathy.

The many friends of Miss Margaret Doster, stenographer to division freight agent, were sorry to learn of her misfortune in having her left shoulder blade crushed and her right arm broken in an automobile accident. We are glad, however, to announce that she is rapidly improving, and we hope to see her back with us again soon.

A happy home is a mighty good Safety device on a railroad. Accidents make unhappy homes. Help prevent accidents. B. CAREFUL!

### Toledo Division

Correspondent, EDWARD M. MANNIX

#### East Dayton, Ohio

"Stop that Leak" is the appeal of President Willard and this applies to all of our employes. Stop that Leak! It's up to Us!

To the Christmas greetings extended by our superintendent, our master mechanic and general foreman, we reciprocate in full and will show our appreciation during 1923.

"Don't think because you drive a fliv That others have no right to live; Don't think it's smart to drive so fast— Perhaps that drive may be your last. Remember that tremendous loss By trying to beat the train across, And e'er you leap, just look before, And you'll be alive in '24."

#### Division Accountant's Office Dayton, Ohio

Correspondent, GERTIE MAE MCBRIDE

"LOST — Yesterday — Somewhere between sunrise and sunset, two golden hours, each studded with 60 diamond minutes. No reward is offered for they are gone forever."

Now that the New Year is here, let us resolve that our resolutions for the coming year will not go begging. There are many things that we might resolve to do. For instance, we might resolve to

Stop smoking,  
Stop swearing,  
Stop chewing,  
Stop coming to work late,  
Stop wasting time and material,  
Stop making errors,  
Stop gossiping,  
Stop economizing with your good judgment,  
and "Stop that Leak" wherever you find it.

J. Walter Kennett, former employe of this office, has returned to the service as time clerk, Maintenance of Way Bureau. Glad to see you back, Walter!

A new siding is being completed at Fairmount, Ohio, which will serve two companies, the Mitchell Steel Company and William S. Lang & Sons. The estimated cost of this siding is \$4470, the total length is 280 feet. This will no doubt prove to be an added source of revenue on cars moving in and out of these two plants.

**SCHEDULED FOR WASHINGTON'S BIRTHDAY:** A twenty-round bout between Beck and Ralph. It promises to be quite an event. Practice has begun and even the practice is interesting. Anyone wishing to coach these two amateurs will please come around at noon hour or in the morning before working hours.

Joseph Ekberg has accepted a position in this office as office boy. We are glad to welcome you, "Joe," and hope that this is only the start of a successful railroad career.

Miss Hutzell—Why don't you let me work at noons?

Mr. Ronk—I am afraid you might fall off and get thin.

Miss Hutzell—Why, you let Lawrence O'Connell work.

Mr. Ronk—Yes, but he couldn't fall off any more unless he lost an arm or a leg.

If you have a good looking baby, wife or husband, the editor would like to have his or her picture for the MAGAZINE.

### Agent's Office

The boys in the Agent's Office refuse to go with "Bill" Rusche to another turkey raffle. He's too lucky—wins everything in sight. Next year we are all expecting an invitation to a big turkey dinner on Thanksgiving Day if he has as much luck as he had this last time.

Clarence Yost has accepted a position as demurrage clerk in the Agent's Office—both his pedals were getting worn out travelling the yards.

Erma Miller is now comptometer operator. The boys said—well no matter what they said, it was very favorable, Erma.

Mr. Snider, of the Agent's Office, has almost met his match in talking. Sometime ago he purchased a parrot, and say! How that bird can talk! However, his friends in the Agent's Office are doubtful if the bird can beat Snider.

Maude Veidt has returned to work again after being away for several months. Everybody was glad to see her.

Sometime ago, while en route over the Erie, I met a match manufacturer who had known our division freight agent, Mr. Warburton. This manufacturer said he had known Mr. Warburton while he was on another division and had routed a load of matches over the Baltimore and Ohio, Toledo Division, because he knew Mr. Warburton was located on the Toledo Division.

### Found In Bushaw's Stocking

Dear Santa Claus:

Won't you please bring me a set of false teeth for Christmas—the dentist took all of mine, every one, and now I can't chew. As it is nearing Christmas time and there is always plenty of hard candy I'm afraid I may not be able to enjoy Christmas candies unless I get them. I have to live on soup now and so I can't even accept invitations to Christmas dinners because I am afraid they may not have soup. Won't you please bring them now and don't forget where I live?

A. C. BUSHAW

P. S.—If by any chance you have forgotten my address, I work at the Telegraph Office, 3rd and Webster, Dayton, Ohio.



Master George Emmett Stocklein, 13 month's old son of assistant chief clerk, Superintendent's Office



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*"The white won't weaken"*



**R**AILROAD men and Stifel's Indigo Cloth have been "pals" for over 75 years. The cloth is *strong*, wears everlastingly and *keeps* its looks. All the leading work clothes are made out of it. Look for the boot-shaped trade mark on the cuff of your work clothes.

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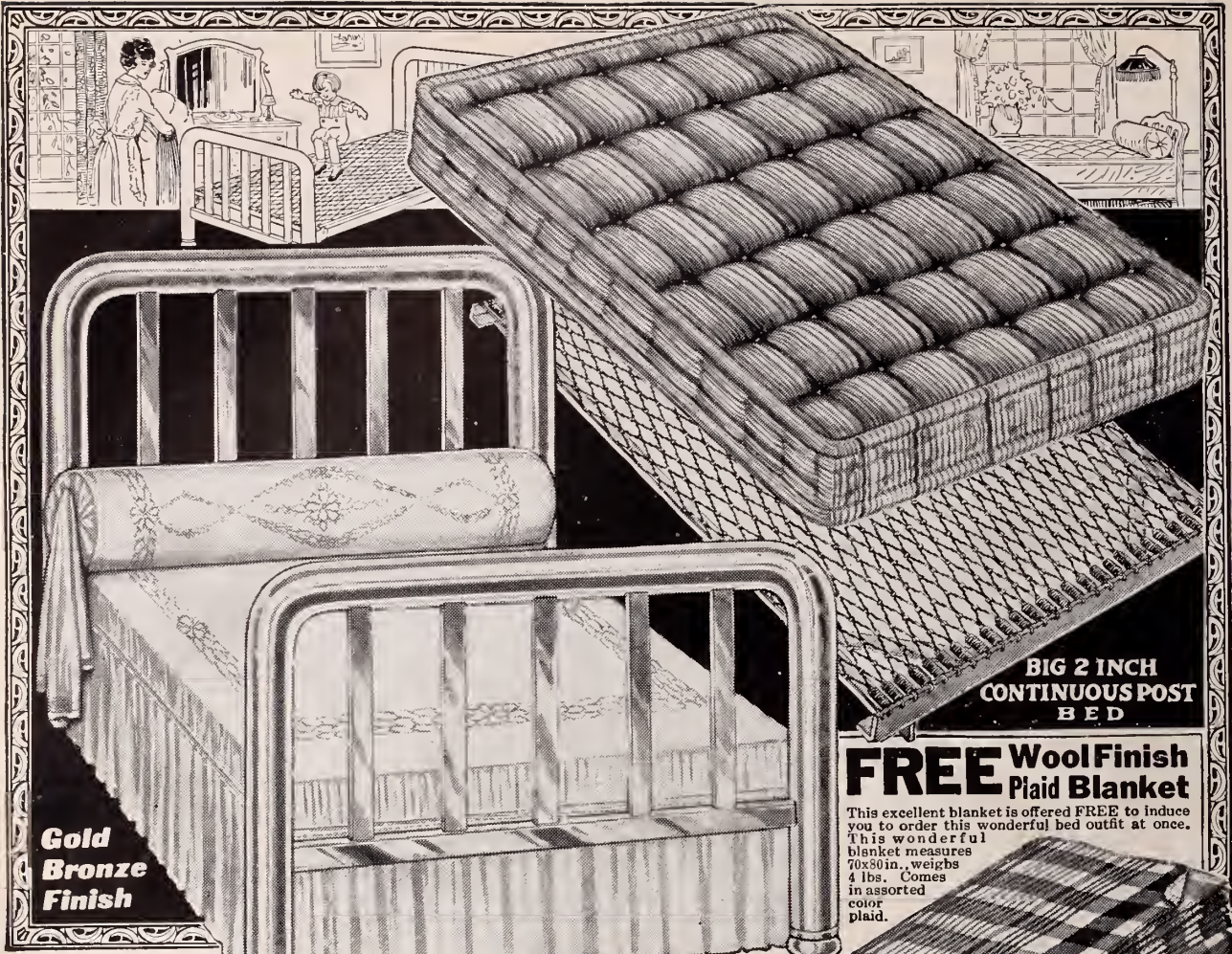
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This boot-shaped trade mark on the work clothes you buy means long wear.

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**\$1**

# Brings This Bed Outfit

## Bed, Spring and Mattress Complete

Just to prove that this is the most amazing, unbeatable bargain ever offered, we will send, with your order for the bed outfit, the above described fine wool finish Blanket, absolutely FREE. Not a penny of additional cost above price of bed outfit alone. Send only \$1.00. Then enjoy 30 nights of restful sleep upon the most comfortable bed you ever slept in—ABSOLUTELY FREE AND AT OUR RISK. If not satisfied, send it back and we will refund your \$1.00 and pay transportation charges both ways. If you keep it, our small monthly payments give you

**Nearly a Year to Pay!**  
Note the solid construction—the durability of this outfit—the amazingly low price and easy terms! Nothing now on the market to compare with it!

**2-in. Post Steel Bed** Full size, with massive 2-inch continuous steel tubing. Stands rigid—never leans toward center. Head 50 in. high; foot 34 in. Fillers and cross bottom rods, 1 1/4 x 1/2 in. Beautiful Gold Bronze Vernis Martin finish.

**Spring—Flexible, Easy to Sleep On** Strong, durable, flexible; distributes weight of body in any position. Interlaced fabric, famous Garvy wishbone link style.

**Mattress** Reversible and of good quality. Heavy layer of cotton felt on top and bottom. Woven stripe ticking, 2-row stitched edge and strong tufts. A mattress for downright sleeping comfort.

Order by No. 160EMA33. Price only \$24.50 for complete outfit. Send only \$1.00. Balance \$2.50 monthly.

### FREE Wool Finish Plaid Blanket

This excellent blanket is offered FREE to induce you to order this wonderful bed outfit at once. This wonderful blanket measures 70x80 in., weighs 4 lbs. Comes in assorted color plaid.

Size 70x80 Inches

Weight 4 Pounds



### FREE Bargain Catalog

Mail us a postal for this great book—it will save you many dollars. It will give you thousands of practical hints on how to make your home more comfortable and beautiful. 368 pages—filled with stunning bargains in furniture, rugs, linoleum, stoves, ranges, silverware, watches, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines, cream separators, etc. Hundreds of articles to select from—30 days' free trial on anything you send for—everything sold on Hartman's easy monthly payment plan. Postal or letter brings it free.

"Let Hartman Feather YOUR Nest"

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Dept. 5093 Chicago, Ill. Enclosed find \$1.00. Send the Bed Outfit No. 160EMA33, Bed, Spring, Mattress and FREE Blanket. I am to have 30 days' free trial. If not satisfied, will ship it back and you will refund my \$1.00 and pay transportation charges both ways. If I keep it, I will pay \$2.50 each month until full price, \$24.50, is paid. Title remains with you until final payment is made.

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State Your Occupation and Color.....

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# Baltimore and Ohio Magazine

February

1923



THE PRINCETON BATTLE MONUMENT



# \$100 Brings 9<sup>FT</sup> x 12<sup>FT</sup> Congoleum Rug and 3 Small Rugs to Match

All Four  
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Less than the  
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The price of the famous Congoleum Gold Seal Art Rug is just as well known, absolutely as standard, as sugar, salt or flour used to be.

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Here we bring you not one rug alone, but four—and all four for less than the regular price of one. A full room size, 9 foot x 12 foot, Congoleum Rug and three small companion Congoleum Rugs to match, each small rug 18 x 36 inches.

And that's not all! No matter who you are, or where you live—regardless of your circumstances—we'll send all four rugs immediately, without waiting, red tape or bother, for just a dollar pinned to coupon.

**30 Days Free Trial.** We'll send all four rugs on trial for 30 days. We want you and urge you to put them down on the floor and use them for a whole month—free of expense and, without promise or obligation of any kind.



We absolutely guarantee that if you would rather return the rugs after making this kind of a trial, just say so and send them back. We will refund to you every solitary penny of transportation charges, both going and coming. We'll refund your dollar and we'll make this complete refund in cash without asking you for any sort of an explanation.

### Pay Little by Little Take a Full Year

Still there's another advantage—an advantage that ought to place these Congoleum Rugs in every American home. In spite of the lowest price in existence—in spite of giving three small rugs to match absolutely free—we bring you the opportunity to clinch this *proven bargain* without a tiny bit of worry.

One dollar with the coupon brings all four rugs immediately. And we'll wait a year for the balance of the money. If you keep your rugs after making a 30 day's trial, you can pay little by little, almost as you please, taking a full year. That's the way we sell everything.

### We Want to Place a Congoleum Rug in Every American Home

Congoleum Gold Seal Art Rugs are rapidly becoming the national floor covering—universally used in the kitchen, bathroom and dining room in good homes. People of taste and judgment are glad to use Congoleum Rugs in their best rooms. It is the rug with a hundred superior points.

**They lay flat** from the very first moment without any fastening. They never curl or kick up at the edges or corners. There is no need to tack or fasten them down. Dirt cannot accumulate underneath. They follow perfectly any unevenness of the floor.

**No. D4C408** 9 ft. x 12 ft. Genuine Congoleum Gold Seal Art Rug and **\$15.95** three companion rugs to match, each 18 x 36 inches. Mosaic Tile Pattern in Robins' Egg Blue and Stone Grey. All four rugs on 30 Days Trial.

**Pin One Dollar to Coupon and Mail**

Spiegel, May, Stern Co., 1540 Thirty-Fifth St., Chicago, Illinois  
Enclosed find \$1.00, for which send me on 30 day's Free Trial your special offer of one 9 foot by 12 foot genuine Congoleum Gold Seal Art Rug and three companion rugs to match, each small rug 18 x 36 inches, exactly as described in this advertisement.  
If I keep the rugs, I will pay you \$1.25 monthly. I have 30 days to make up my mind. If I decide to return the rugs within 30 days, you are to refund my dollar deposit and all carrying charges, both ways. The price of all four rugs is \$15.95, which is guaranteed to be less than the regular price of the 9x12 foot rug alone.

Name \_\_\_\_\_  
Street, R. F. D. \_\_\_\_\_  
or Box No. \_\_\_\_\_  
Shipping Point \_\_\_\_\_  
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Also, send me your Free Book of Ten Thousand other furniture bargains.



**FREE**

## Mail Postcard for Book of 10,000 Bargains

This Congoleum Rug bargain is just a sample of the ten thousand other bargains in our great big furniture book. A postcard will bring it to you free for the asking. It shows *everything* for the home. It is probably the largest book of the kind published. A great many things are shown in their actual colors. You may furnish your home from it completely and at saving prices, on long credit, from cellar to garret.

### ALWAYS A YEAR TO PAY

When we mail you our free bargain book, we open your credit account in advance. You never need to ask for credit. It's the way we sell everything. And we always loan articles free for a whole month before you need to decide.

So, no matter where you buy furniture and house furnishings now, we would like you to have our book for comparison anyway. Look everywhere else first, if you please, but also give us the opportunity to show you our wonderful display.

#### A FEW DEPARTMENTS

Wood Beds	Clocks	Curtains	Bedding and
Furniture	Steel Beds	Sewing	Pillows
Linens	Floor	Machines	Lamps
Cooking	Coverings	Brass Beds	Musical
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Rugs and carpets in all weaves and patterns and colors. All sorts of odds and ends like winers, irons, drapes, tools, fixtures, trunks and bags. And great big department of diamonds, watches and jewelry.

Ask for it now. A plain letter or postcard will do.

# Spiegel, May, Stern Co.

1540 Thirty-Fifth Street - Chicago, Illinois



# A Dollar will put Yourself in Her Place

**M**OST women find a lot of fun in window shopping and looking at beautiful styles in catalogs and magazines. But for most of us such fun usually ends in heart aches and even bitterness, because it all seems so far beyond our reach.

No matter who you are or where you live; no matter what your circumstances may be or how little or how much you spend on clothes, I think I can make it all a little pleasanter, easier and more satisfactory in the future. Whatever dreams of stylish clothes you may have, here is an opportunity to make your dream come true. However much you have ever admired some woman of your acquaintance for the clothes she wears, here is an opportunity for you without trouble or bother or extra expense to put yourself in her place.

It seems more like a fairy tale than anything else you can imagine. It may seem almost too good to be true, but I have been doing this for years. Hundreds of thousands of women all over America return to me season after season for all their clothes needs. I never go back on a promise. I guarantee every statement I make.

## One Example Among Thousands

On this page I show you a perfectly lovely little model in one of the season's newest fashions, exquisitely tailored in all wool Poiret Twill. It is a gem of a style. And as you examine it on the fashion figure you may wonder how you would look in her place. I'd love to actually put you in her place without promise or obligation, without expense or risk of any sort to you.

It would give me no end of pleasure to send you this charming dress to try on, to examine and compare just as much as you please. My bargains are my pride. I am especially proud of this value. The matter of style has always been second nature to me, and I am glad to submit this model as an example of the thousands shown in my latest and most beautiful style book.

## Pin a Dollar to the Coupon

For just one dollar with your request, I'll send you this dress, postage pre-

paid, in your proper size, to examine as carefully as you please, to try on to your heart's content. The dollar that you send me brings the dress delivered to your home without one further penny's outlay, without the bother of any C. O. D., without even a thought of money until you decide you want it and to keep it.

## Take All Spring And Summer to Pay

If you find you would rather return it, do so without question. I'll refund your dollar at once. I'll also pay the return express. Money is the last thing you really need to worry about, because if you are delighted you can pay balance of my bargain price almost as you please. I want you to spread the cost over all this Spring and Summer, taking a full six months, paying little by little in small sums, evenly divided, coming a month apart.

My whole business is conducted in exactly the same manner as this one example.

## A Post Card Brings My Free Style Book

This advertisement is intended simply as an example of my styles, my prices, my credit and my terms. My newest Style Book shows thousands of beautiful fashions, wonderfully complete departments in all lines of women's wear, as well as for the boys, little girls, misses and infants. It is by far the finest and biggest book I have ever issued. It is nearly double the size of former seasons.

## All Selections Sent Prepaid on Approval

With it, for a dollar or two you can make every dress dream come true. Everything will be sent you postage prepaid on approval. There will never be any embarrassment or red tape. I always allow a full half year to pay.

This being my greatest book, I anticipate a much larger demand than ever before, so please ask for your copy early. A plain letter or a postcard is enough.

## Here Are a Few Departments:

- |                           |         |            |           |
|---------------------------|---------|------------|-----------|
| Aprons                    | Wraps   | Hair       | Shoes     |
| Baby Needs                | Coats   | Goods      | Skirts    |
| Bathrobes                 | Corsets | Kimonas    | Suits     |
| Bloomers                  | Dresses | Lingerie   | Sweaters  |
| Children's and Boys' Wear | Furs    | Millinery  | Underwear |
|                           | Gloves  | Raincoats  | Waists    |
|                           | Hosiery | Petticoats |           |

## All Wool Poiret Twill Dress

I show directly below an exquisite little fashion that I'd like to send you for just a dollar deposit, postage prepaid. The fabric is guaranteed to be all wool Poiret Twill exceptionally tailored. It is effectively set off with an all around Bertha collar of dainty lace. Elbow length bell sleeves have attractive knife pleated cuffs. A distinctive all around narrow self material belt, falling in streamers in front, is ornamented with fancy cut metal buttons. Side panels, pleated to match cuffs, drop loosely from the belt at sides to below the hem of skirt. Yoke underlining of good grade satin finish cotton that wears excellently. Dress closes at sides with snap fasteners. Color: Navy blue only. Sizes: Misses' 14, 16, 18, 20 years and Women's 34 to 44 bust measure.

No. E5C10 \$1.00 with coupon \$2.00 monthly Price \$13.85



**Martha Lane Adams Co.**  
3927 Mosprat Street, CHICAGO, ILL.

I enclose \$1. Send me on approval postage prepaid All Wool Poiret Twill Dress No. E5C10. Size..... If I am not delighted with the dress, I can return it and get my \$1 back. Otherwise I will pay easy terms, \$2.00 monthly until total price, \$13.85, is paid.

Name.....  
Address.....  
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Also Send Me Your Latest Free Style Book

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# Baltimore and Ohio Magazine



Volume 10

Baltimore, February, 1923

Number 10

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can



C.H.D.



# Thousands of Sensational Bargains! for the Entire Family!

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Styles Have  
Radically  
Changed



All Approved by  
**IRENE  
CASTLE!**

So different are this year's styles—so radical are the changes—that the woman who doesn't want to be a "back number" owes it to herself to be posted on the new styles.

Irene Castle, famous movie star and dancer and America's fashion authority, says—*"PHILIPSBORN'S 33rd Anniversary Style Book excels them all and offers wonderful savings. I advise every reader of this magazine to send for a copy."*

**We Serve 3 Million Families!  
We Want 1 Million More in 1923!**

Three million families save money by doing their shopping here. We want to serve one million more during our Anniversary year. We have just completed new buildings giving us 40 per cent increased space so that we are today equipped to give **THE BEST MAIL ORDER SERVICE IN THE WORLD—EVERY ORDER WILL BE PROMPTLY, CAREFULLY AND ACCURATELY FILLED.**

**We Spend 1 Million Dollars Annually  
to Prepay Delivery Charges!!**

We don't want to put our customers to the trouble and inconvenience of figuring express or mailing charges, so we pay it ourselves. It costs us one million dollars a year. We guarantee the lowest prices in the world and on top of it pay the entire cost of delivering merchandise to our three million customers. *Be sure to share in this Million-Dollar Saving.*

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Most Liberal in the World!**

We not only guarantee complete satisfaction or return your money but we also refund return delivery charges. We refund every penny and we do it promptly and cheerfully. No other but YOU are the judge. And don't forget we guarantee **Lowest Prices in the world.**

**Remember! Easter is Early - April 1st!  
Send Your Coupon Today!!**

Don't delay sending for this book, because you will want plenty of time to choose and will want to make your selections early. Your name and address on the coupon or a postcard will bring this Wonder Book of Bargains FREE!  
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**NOW is the Time**  **to Mail the COUPON!**

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Please send copy of PHILIPSBORN'S Style and Shopping Guide for Spring and Summer.

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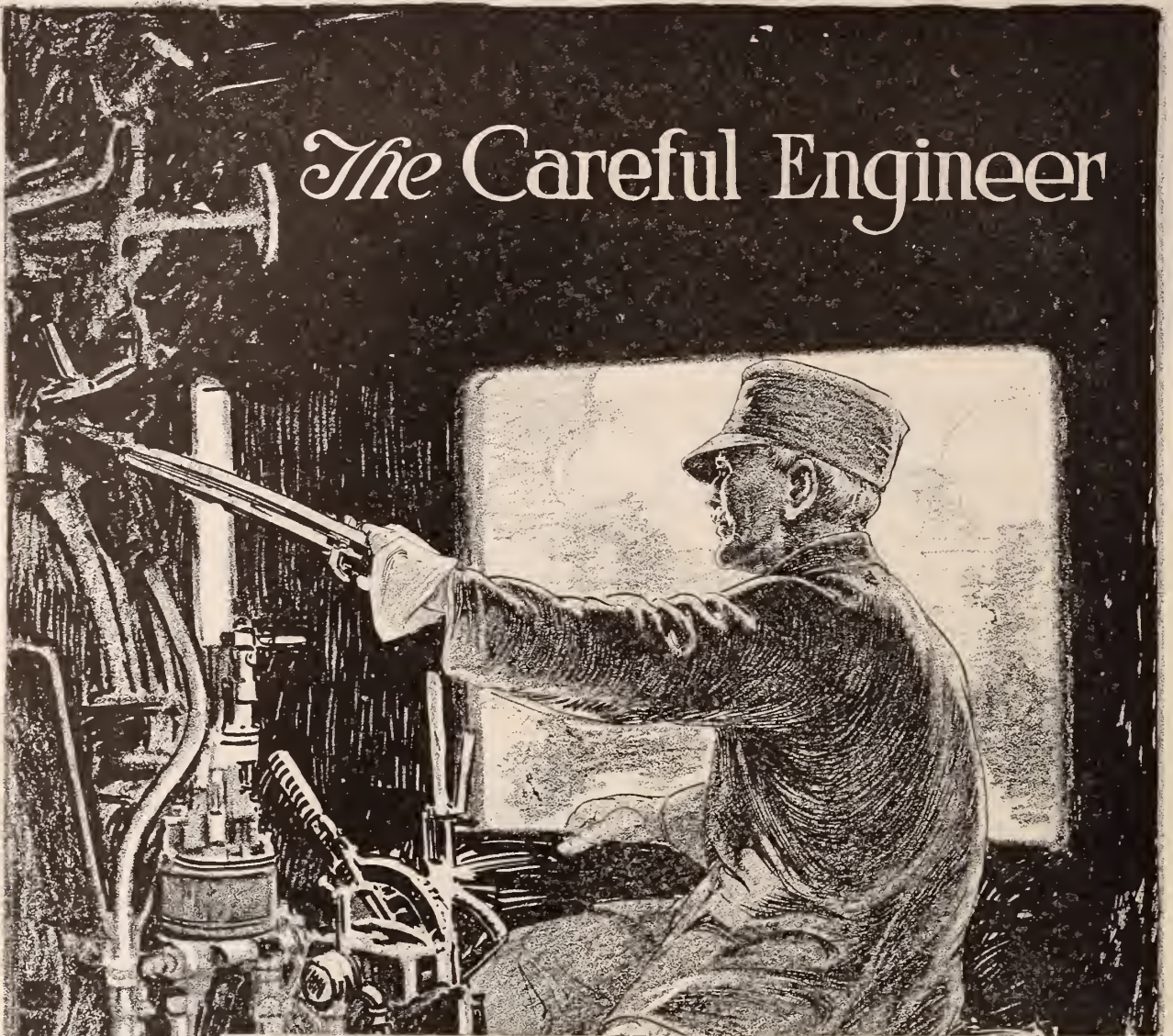
PLEASE WRITE PLAINLY

**PHILIPSBORN'S**  
Founded 1890  
**Department - 200 - Chicago, Ill.**



## Prides of The Baltimore and Ohio

# The Careful Engineer



I love my good old engine and I pilot her with pride  
To haul in Safety all my cars and those who in them ride;  
I help my fireman save his coal—I praise him now and then—  
Encouragement's the finest way to build good railroad men.

I start my engine carefully, to signals all give heed,  
I'm always ready for the word to stop or put on speed;  
And 'specially in the nighttime do I handle her with care,  
For I think, "Suppose my kiddies were all fast asleep back there."



# BALTIMORE AND OHIO MAGAZINE

*Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes*

VOLUME 10

BALTIMORE, FEBRUARY, 1923

NUMBER 10

## Nina Spengler the Attractive Candidate of the Baltimore and Ohio in the National Good Will Election

### Good Fortune Twice Picked Her for the Honor from Fields of Five Contestants

IT was a little after five o'clock on the afternoon of February 2 and the corridor of the first floor of the Railroad's Annex Office Building in Baltimore was crowded with men and women clerks. They were all hurrying home—all except the excited group surrounding Alice Gillette, who works right near Miss Nina Spengler in the Office of the Auditor Merchandise Receipts.

"Oh Girls," said Alice, "have you heard about Nina Spengler and her good luck? She has been chosen as the Railroad's candidate in a contest to elect a girl for a trip to France."

"Isn't that wonderful, Alice?" exclaimed the girls, "do tell us all about it."

"Well, it's this way," said Alice. "Last Saturday, Mr. Rittenhouse, our auditor, was requested to nominate a representative girl from his department to enter some kind of a contest, and he asked Miss Spengler to be the one. She didn't know much about the affair at the time, and, being very modest, asked to be excused. And that's all she heard of it for a week.

"Then, yesterday, the chief clerk, Mr. Schindhelm, asked her about it again but she still thought that she ought not to accept. You see, her father, who was agent for 35 years at Strasburg Junction, Va., has been an invalid for some time and I suppose that she felt that she ought not to get too far away from home."

"But Nina told me," chimed in one of the other girls, "that her parents were anxious to have her consent."

"And so they are," agreed Alice. "But you know what a conscientious little body Nina is! Well, no matter about that—just listen.

"This morning Mr. Rittenhouse again asked her to permit her name to be sent to Senior Vice President Shriver, so that it might be entered with the names of the other girls representing the various departments under Mr. Shriver's jurisdiction. And Nina, having had the purpose of the contest explained to her more fully, decided that she ought to consent, and now she is the

candidate of this whole great big Baltimore and Ohio Railroad, for this wonderful trip.

"But tell us how it happened, Alice," said the girls in one breath, "you've skipped the most exciting part."

"Just wait a moment, and I will, for Nina told me all about it just before I got on the elevator.

"You see, she went to the Board of Directors' Room in the Baltimore and Ohio Building, where the choice of the candidate was to be made, and there met Mr. Murray, assistant to the president, who is the general chairman for this contest on the Baltimore and Ohio, and Mr. Bullock, who is the general treasurer. And they introduced her to Miss Elizabeth Helfrich, a clerk in the Relief Department, and Miss Lillian E. Schueler of the Auditor of Disbursements Office, who were two of the girls who were to compete with her in the choosing of the girl to represent the departments under Mr. Shriver's jurisdiction. The other two girls were Miss Ella Louise Starke, of the General Freight Claim Office, and Miss Margaret M. Browne of the Treasury Department, both of whom were ill.

"But their names were included in the drawing, weren't they?" asked one of the girls.

"Oh, yes," continued Alice, "and when Senior Vice President Shriver came in and was introduced all around, and Mr. Murray held the hat in which the names of the five girls had been placed in se-



Miss Nina Spengler, the Baltimore and Ohio Candidate in the National Good Will Election





#### EARLY EVENTS SMILED UPON THE BALTIMORE AND OHIO CANDIDATE

1. Senior Vice President Shriver was a "good picker," for fortune decreed that he should choose in the third and winning envelope, the candidate representing his own departments, Miss Nina Spengler, now the candidate of the whole Railroad. J. S. Murray, assistant to president and general chairman of the campaign on the Baltimore and Ohio, is holding the hat; and, from left to right, are: Miss Olive Dennis, in shadow, representing Executive Department; Miss Spengler; Miss Emma McClayton, Operating Department; Miss Mabel Gessner, Traffic Department. The other candidate, Miss Margaret Stevens, associate editor of the Magazine, was ill at home. 2. The tall-tale winning ballot. 3. The wire sent by Miss Spengler's parents telling of their happiness over her being chosen. See text matter. 4. F. H. B. Bullock, Executive Department, general treasurer of our campaign, deposited \$25.50 to cover 255 votes, the first cast in the campaign, by the members of the Baltimore Chapter of the Veterans' Association. George Sturmer, the grand president of the Veterans, is with Mr. Bullock

parate envelopes, and Mr. Shriver, after stating that the third name drawn would be that of the girl chosen to represent his departments, drew first one and then the other—"here Alice became provokingly deliberate and slow as the girls crowded close and asked her to hurry up—"and then he opened the third envelope and read Nina's name—well, I wouldn't have blamed her for getting heart failure right then and there."

"But the worst was yet to come," Alice continued, "for this only made Nina eligible as a contestant in the final ballot. Miss Olive Dennis had been chosen to represent the Executive Department, Miss Emma McClayton, to represent the Operating Department, and Miss Mabel Gessner, to represent the Traffic Department, and all three of them were there. The other candidate, Miss Margaret Talbot Stevens, who is the associate editor of the Magazine and who, in a sense, was the candidate at large of the entire Railroad, was ill at home.

"My, but it must have been exciting," broke in one of the other girls.

"I'll say so," chimed the chorus, and they pressed Alice for the rest of the story.

"Of course," she went on, "the room was by this time full of people, the representatives of the newspapers and the photographers and quite a number of officers who had come to wish good luck to the fortunate girl."

"Oh, go on, Alice, what do we care about that? Tell us about Nina."

"Don't be impatient, girls," Alice replied. "It takes more than one to make up this story. Now listen—"

"The names of the five final candidates were put into separate envelopes, and these placed in a hat. Then the girls and Mr. Shriver and Mr. Murray had their pictures taken, just like the start of a movie.

"And this time, as Mr. Shriver drew out the envelopes, they were opened. The first was that of Miss Gessner, the second, of Miss McClayton, and the third—of our own Nina.

She said that the other girls, who were naturally disappointed, were the best sports possible, and showered her with congratulations and promises of their best support. Mr. Shriver ended the story—which is really only the first chapter in what I know is going to be a much longer and quite as interesting a story—by presenting to Miss Gessner a box of candy, and to Miss McClayton, a bouquet of flowers, because their names were first taken from the box."

And amidst a chorus of "Ohs" and "Ahs" and other approving exclamations the little group passed out of the door, exchanging congratulations that "their Department's girl" had been chosen to represent the Baltimore and Ohio, and promises that they would help get enough votes to enable her to win in the contest.

\* \* \* \* \*

Now the story of "Alice" (and any one of the girls in the A. M. R. office may, if she wishes, lay claim to this fictitious name) is the real



story of how this daughter of Virginia and the Railroad, Miss Nina Spengler, happens to be our standard bearer in the contest which the Baltimore and Ohio has entered with seventeen other organizations with their home offices in Baltimore, for the honor of sending a representative on the Spring tour to be conducted by the American Committee for Devastated France. But "Alice" did not number her chapters correctly. For this, instead of being the first chapter, is one which comes much further along in the book recording the deeds of this splendid organization.

The first chapter starts in one of the war smitten towns of France after the heat of a great battle. Women and children refugees are streaming in great numbers from the battle area, and Marshall Foch, the generalissimo of the Allied forces, who is witnessing the distressing scene, turns to a woman who stands near him and with grief stricken gesture and look, says, "Can nothing be done to help these poor women and children?"

The woman he addressed was Miss Anne Morgan, who then and there determined that she would consecrate her life and fortune to the cause which was so appealingly evidenced before her. The result has been the work already accomplished by the American Committee for Devastated France, which she organized and of which she is still the guiding director.

There have been, of course, many methods used to raise money among the American people for this great work, and the choice of Miss Spengler to be our candidate in the contest for the trip to France, is but the way in which the Baltimore and Ohio is lending its help and asking its employes to help in the cause.

The American Committee has conducted in other cities the same kind of a campaign that it is now conducting in Baltimore. As a result, many American women have been given the tour of France, have investigated the work done by the American Committee and have come back to tell of the frightful desolation and damage wrought in one-sixteenth of the territory of that country, and of the constructive work accomplished by Miss Morgan's committee.

In Baltimore, organizations backing the various candidates, line up their forces to secure votes for them at ten cents apiece. It takes 100,000 votes, all told, to enable one candidate to be sent to France, and if our candidate, Miss Spengler, receives the largest number of votes cast out of the first 100,000, she will

be the candidate first chosen for this wonderful trip. There are provisions made for taking additional girls if a large vote is polled and it is hoped that the total will make it possible for this to be done. But the first concern of our people on the Baltimore and Ohio will be to cast the largest number of votes for Miss Spengler out of the first 100,000 cast for all eighteen of the candidates put into the field by Baltimore organizations.

Everyone on the Railroad who has been in touch with this work thus far, has become most enthusiastic, and the campaign, though still young at this writing, has been well organized and is progressing nicely. Upwards of 20,000 letters, explaining the entire history of the participation of the Baltimore and Ohio in the movement, have been sent out so that every employe can obtain full details. Several different styles of posters in two colors have been printed, and distributed in large numbers wherever on the Railroad they can bring publicity to our candidate. And voting cards by the thousands have been placed in the hands of all department heads for distribution among the entire personnel of the Road.

The ballots and the money covering them will be returned to the chairmen who are appointed to handle the campaign at various places on the Railroad, and these will make returns to the general treasurer, F. H. B. Bullock, Room 306, Baltimore and Ohio Building, Baltimore, Md., on or before February 23, because final returns must be reported at the general headquarters in Baltimore on February 24.

#### Baltimore Veterans Start the Voting

The first votes were cast on February 5 at the regular monthly meeting of the Baltimore Division Veterans. Grand President Sturmer made the announcement and when the votes were counted it was found that the Veterans and their women folks had subscribed 255. One of the accompanying pictures shows Mr. Bullock, the general treasurer, and Mr. Sturmer at the office of the Equitable Trust Company, depositing the money covering these votes.

Many of the chairmen appointed to represent the various departments in Baltimore were present at a meeting held in the Assembly Room of the Baltimore and Ohio Building on the afternoon of February 9. Mr. Murray presided and introduced Miss Irma Wallace, one of the personal representatives and field workers of Miss Morgan. Her talk was supplemented by a motion picture depicting many of the episodes in the tour of the first Good Will delegation to France, showing parts of the devastated regions, the hospitals and milk stations for babies erected by the funds of the American Committee, the battlefields made sacred by the heroism and sacrifice of our own American soldiers, several of the military cemeteries and many other places of historical interest.

#### Miss Spengler in the Movies

Then came the real surprise of the afternoon, when a "movie" of our own candidate, Miss Spengler, was thrown on the screen. There were many whispered remarks made about how pretty she was, how attractive her smile, how sweet and modest her manner, and several even

## How Daddy and Mother Feel About Nina's Nomination

Soon after Miss Spengler was nominated the editor wrote her parents to find out how they felt about her candidacy and prospective trip to France. The telegram reproduced on the opposite page was the answer, the copy being so poor that we are "translating" it, viz:

"Replying to your letter, advise that we are delighted to learn of Nina's good fortune in being chosen by lot to represent the Baltimore and Ohio in Good Will National Election for trip to France. Mr. Spengler was agent at Strasburg Junction for 35 years and when Nina entered Baltimore and Ohio service it just seemed as if we were adding another to the big Railroad family of which we had long been a part. Nina has always been a girl devoted to the interests of her family and loyal to every cause with which she has been connected and the employes of the Railroad will be voting for a thoroughly worthy girl when they support her and can rest assured that should she be so fortunate as to be elected she will creditably represent them and the Railroad.

Mr. and Mrs. C. W. Spengler



went so far as to say that she would be claimed by the movies "after she returns from France."

It is interesting to recall here that Miss Spengler is the only daughter of C. W. Spengler, for 35 years agent at Strasburg Junction, Va. She was born in Strasburg in 1895 and was graduated from the Strasburg High School in 1913 and from Lynchburg College in 1915. She remained home for a year and then taught school at Hot Springs, Va., for two years, entering the service of the Baltimore and Ohio in 1918 in the Office of the Auditor of Merchandise Receipts. She is a very attractive, intelligent and prepossessing young lady, with a fine, modest manner, who will do credit to our Company, and to the cause, if she is elected.

#### Plans for the Voting Campaign

On Monday, February 12, W. W. Wood, chief of Welfare, started on a trip over the System, to address meetings of employes which will be called in the interest of the Baltimore and Ohio candidate. He will have with him Arthur Gans, "the Safety Movie Man," and the films above described, so that just as many of our employes as possible can meet their candidate, at least in the movies, and learn what a winning

girl she is and how well she will represent the Baltimore and Ohio on the proposed trip.

#### Vote Early and Often

After all, however, the success of our candidate will depend not so much upon the thoroughness of our organization, as upon the well known ability of our employes to get together and "put across" spontaneously any proposition that has received the unqualified support of our Management.

Miss Spengler is a strong candidate who will win votes from the most reluctant. But, after all, it is not Miss Spengler that we are supporting so much as it is a most worthy cause and the Railroad's substantial endorsement of this cause. It ought not to be hard to "vote often" in support of a fund that is relieving the suffering of French women and children; which is, in a business-like way, loaning money to the French farmers so that they can rehabilitate their farms and make them productive. The French farmers pay back this money to the American Committee, which then uses it to erect hospitals, milk depots and the like. These will be perpetual monuments of American sympathy and of the fact that "Americans do care."

## Curious Instances of Railroad Regulation

REGULATION of the railroad's has been popular among the 99 agencies (48 of which are State Legislatures) during the last few years.

Last year the Legislatures of 42 States introduced 572 bills dealing with transportation, of which 161 became law. A few of the 572 measures introduced last year provided the following:

To require the railroads to fence the entire right of way.

Prohibiting smoking on trains.

Prohibiting the use of paint spraying machines.

Prohibiting advertising during threatened or actual strikes.

Prohibiting locomotives from running backwards.

Requiring all passenger trains to stop at all county cities.

Requiring railroads having tracks along moving streams to keep the channels of such streams clear.

Requiring railroads to see that the minimum moving distance for the average freight car should be fifty miles a day, although the average for the entire country is only about 26 miles a day. One of these laws attempted to impose a penalty for delay of \$10 an hour.

Some 28 or more states specified headlight requirements without regard for uniformity, and 14 or 15 States have totally dissimilar safety appliance regulations.

One state actually enacted a law requiring that when two trains using double tracks met at a crossing they must both stop and that neither should proceed until the other had passed—*Railroad Data, May 25, 1922.*

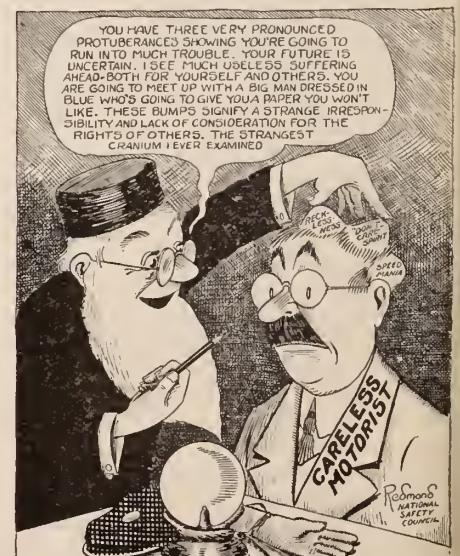
## The Executive Who Was Jealous of His Subordinates

AMONG the most senseless—and most common—of all mistakes is jealousy," says Mr. Wilkinson, in the *American Magazine*. "It keeps executives from surrounding themselves with strong assistants. It keeps workers in the ranks from studying the strong points of their associates and profiting by them. I've been trying for years to eliminate it in people under me—and I've been at least seventy per cent. successful.

"A typical case? Well, I'm thinking now of an executive who was always bringing new ideas to the managerial conferences of a store with which I was once connected. He paraded them proudly. He fought for them boldly. And we adopted a good many of them because they were essentially sound. This man seemed to be succeeding in his effort to create an impression.

"Presently I discovered that he was getting nearly all these ideas from subordinates, to whom he failed to give a word of credit. The people under him learned the same thing, and resented it. The morale of his department, which had been excellent, began to crumble. It was a bad mess all around.

"Now suppose this executive had said to us: 'Yesterday, I heard Bill Jones make a suggestion that I think is a corker. I'm passing it along.' Why, Bill Jones and all the other workers under him would have been tickled to death that he was boosting them to the boss, and they would have worked their heads off. I would have congratulated myself that I had a department head who could inspire his people to think up things for the good of the business. And everyone would have been happy."





# The Princeton Battle Monument

*Read This Description of Our Cover Design*

IN "The History of the Battle of Princeton," the author, Thomas Jefferson Wertenbaker, after suggesting that it marked the turning point from the defeat and despair of the Colonial forces, to victory, says:

"The victory at Princeton had two results; the entire country regained hope and thousands of soldiers who had formerly believed the cause futile, enlisted in Washington's army, thus making it possible for the Continental Army finally to triumph over the British forces."

It has long been realized by the State of New Jersey and the university and town authorities of Princeton that this victory should be appropriately commemorated, and their plans were finally consummated last year in the erection and dedication of the beautiful monument which is pictured on the front cover of this issue.

A proper appreciation of the beauty of this masterpiece by Frederick MacMonnies will be enhanced by a reading of the following description of it, prepared last year for the Princeton Alumni Weekly by the wife of the sculptor:

"In designing the large group in relief which decorates the front facade of the Princeton Battle Monument, the intention was to represent Washington, surrounded by his forlorn remnant of an army, at the darkest moment of the Revolution. The weary soldiers, in rags, cold, hungry, and heartsick, with their backs to the wall, are making their last desperate stand amidst their dead and dying comrades.

"Washington, mounted on his weary but gallant horse, rises calm and resolute above the darkness and despair around him, as if wholly possessed by a great hope, an unshaken faith, a shining vision of the future. As he bends forward intently in his saddle, his piercing gaze fixed upon this distant vision, he sees through the darkness the spirit of the young Republic leading him on to victory; hard-pressed, fainting, almost spent, she raises the shattered flag on its broken staff as she calls to the men behind to press forward in one last rally. A dying officer falls across her path; the standard bearer is dead at her feet; she is weighted down and held back on all sides; but with supreme effort she emerges from the welter, opposing to obstacles the irresistible forward

sweep of her movements. The face of the little drummer boy below her is illumined, as though his dying vision glimpsed for a moment the image of Victory. Shivering in his ragged cloak he half rises to salute her and to muster the men in a last roll call of his battered drum. But the men, unable to see beyond the misery which engulfs them, do not seem to share Washington's bright vision of hope.

"The standards carried by the wavering ranks behind droop irresolute and confused back of Washington's horse. The little group in front, rallying around Washington, stand their ground, grimly resolute though hope fails them.

"The central theme of the group

stands out. It is not an anecdote narration of facts of history. It is a presentiment of character in supreme crisis as revealed visually by significant movement, gesture and expression, which the observant eye of the artist has seen and understood and truthfully recorded in an harmonious arrangement of line and mass. It shows the faith, the unfailing vision of Washington, pointing the way; the patriotic fervor of the men, steadfast in despair, following the great leader through every obstacle to push on to their goal, to turn the tide at Princeton at the most fateful moment of the Revolution.

"It is the epic of the lost cause; of defeat turned into victory by the miracle of a supreme heroism, sacrifice, vision, and faith, which triumphs over despair. It is dedicated to all lost causes heroically supported; to Thermopylae, Gallipoli, Princeton, the Marne."

*"No Words in the English Language Contain a Finer Thrill than—*

## **'You Have Excelled'**

Lesage, W. V., December 30, 1922

To My Supervising Officers:

In regard to the prize awarded me for the most improvements made on main line section during the year now past, let me say that there are certain nerve centers in the human body which respond when certain words are spoken to you or you read the words some one has written to you. You feel the little thrills—a buoyancy of the body.

No words of the English language have caused more thrills of the human body, I think, than the three words, "You Have Excelled," spoken or written to you by your superior officer. I have felt them when a boy when I could stand in the school-room and receive a prize and hear my instructor say, "You have excelled in your class." I have felt them a few times as a man, once in particular some years back when I mind the thought—"you have excelled." Therefore, I hope we shall all go through the incoming year endeavoring to have the little thrills come again, but we must remember the old adage—"There is no excellence without great labor."



Section Foreman J. V. Snyder,  
Lesage, W. Va.

received a personal letter from a Baltimore and Ohio official, Mr. A. W. Thompson, who, while he did not say it in as many words, meant the same thing—"You have excelled."

Therefore, I wish to thank you all for the prize awarded me, not altogether for the purchasing power of the \$35.00 (which I admit was very welcome) but for all the little thrills that go along with it, when you keep in

I thank you.

(signed) J. V. SNYDER,

Foreman, Section No. 34

Lesage, W. Va.

Ohio River Sub-division





## The Lincoln Memorial

by Margaret Talbott Stevens

*How blessed is the man who dares to speak the thoughts that sear his breast—  
Who challenges opposing worlds, does well his part, leaves God the rest!*

High up above the homes of men the shafts of Washington arise  
To spear the gloom of brooding clouds and catch the glory of the skies;  
Strange tales of chivalry they tell, of courage strong, of noble hearts,  
And songs of men whose spirits dwell no longer in the busy marts  
Where forging hammers beat and ring, where furnace flares with blazing light,  
Where rumbling trains speed on and break the mystic silence of the night,  
Where statesmen gather to enact the mighty dramas of the world,  
While over all, with healing balm, the Flag of Freedom is unfurled.

To this fair city's hallowed shrines the classic dreams of Genius gave  
Ionic column, obelisk, entablature and architrave,  
With purity of Parian grace, entempled on Potomac's shore—  
The beauty that was Athens' recreated at Columbia's door:  
From dome to dome, from shaft to shaft, the amber light of heaven leaps  
To glorify each marble shrine where Memory her mission keeps:  
Each monument its message brings, yet one stands out whose words extol  
The spirit of the man who dared to live the dictates of his soul!

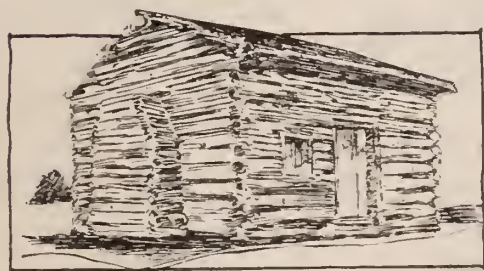


It graces well the river's bank, the fair Potomac's quiet marge -  
 A fitting place for him who held blest Freedom as his sacred charge;  
 For Liberty pervades the air and sanctifies the hallowed space,  
 While seem to sound sweet harmonies of seraph wings throughout the place.  
 And there that white heroic form, ensculptured by the hands of men,  
 Reflects the kindly soul of him whose great heart seems to beat again;  
 On that wide portico he rests with meekness written on his face,  
 And gazes out as though with deep compassion for the human race.

Think ye this backwoods boy had dreamed, as stretched before a chimney place,  
 He lived among his friendly books and ciphered on a shovel's face,  
 That youths would dream some day of him, and view his form in stately seat,  
 And measured cadence mark the steps of great men to his marble feet?  
 Though crumbling stones and ruined walls, beset by storms of land or sea,  
 Make dust of such memorials, his work will live eternally;  
 Nor fire, nor flood, nor drought, nor frost - though myriads of seasons roll -  
 Can bury in an earthly tomb the Nation's reawakened soul!

All hail, all hail to Lincoln's name! Obeisance pay, ye earthly powers!  
 Well may ye sound his praises now and strew his monument with flowers:  
 With pride extol his virtues great, ye sons and daughters of this land,  
 Acclaim the man before whose shrine world potentates in reverence stand.  
 All honor to this saintly soul who bore the burden of the State,  
 And brought the Nation from the slough of cruel war and bitter hate;  
 Let every state sweet homage bring; Potomac, sing your roundelays,  
 And hills of Washington rejoice as nations join the hymns of praise!

*How blessed is the man who dares to speak the thoughts that sear his breast -  
 Who challenges opposing worlds, does well his part, leaves God the rest!*



Decorations by "Dick"



# Stop That Leak! Stop That Leak! Stop That Leak!

## Economy as Seen by the Train Dispatcher

By C. M. Trussell, Chief Train Dispatcher, Akron Division

THE Baltimore and Ohio Company is no exception to the rule that progress goes with economical administration. Through careful study our Road has given us operating and safety rules that cover practically everything connected with our business; therefore our first duty toward economical operation, is to observe carefully all our rules because these rules have been tested and have proved RIGHT. The effect of their observance will be ECONOMY.

we can to carry them through successfully. That will mean Economy.

### On Time Trains

A great amount of money is spent yearly compiling time tables and advertising our passenger trains, and we know that no schedule on any time table is either impossible or unreasonable. Yet we have more late passenger trains than we should have, and spend much time offering excuses for them. Barring accidents, there are few reasonable excuses for

thing, and if we do this, we will effect economy. We will give our salesmen (traffic men) a better product than our competitors can furnish, and in that way earn the necessary dollar to SAVE.

### Extra Engines and Extra Men

There are two most important items for us to watch in our line of work, namely, extra engines and extra men. We should not keep engines we can do without, nor have a large number of extra men on the trainmen's list.

It is comfortable to have a list of engines and crews awaiting our call, but it is not economical. The engine will be burning fuel, not making ton miles, and there is a possibility that some other division needs it. Be sure, therefore, as business drops off, to store and properly report locomotives that are not needed. Those that need shopping should be shopped at once because if we keep either good or bad engines in service, we will use them, our train load will fall off and our ratio will surely drop.

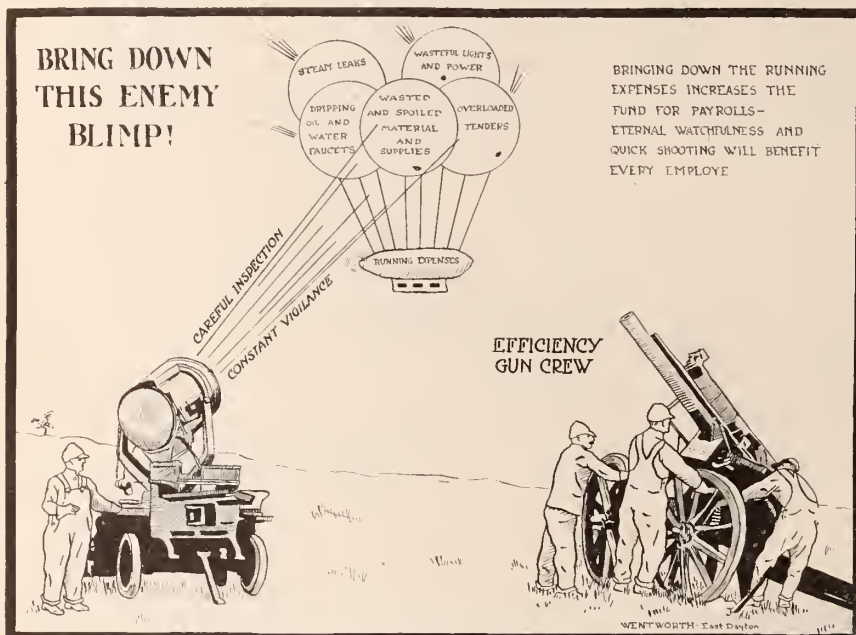
The same thing applies to extra men. As soon as we can drop a man from our list let us do it by all means. He is on there to earn money, and human nature will find a way of doing just that, even though it seems to be impossible.

And labor and facilities which, while working today do not earn their keep, will mean a multiplying of idle men and facilities later on, because of the initial waste. Hence surplus power and a useless surplus of labor are both wasteful to all concerned because every dollar that is saved in either item goes back in large part to increasing facilities for future business and thus securing equipment for the employment of more men.

### Classification a Proved Economy

*Are general officers watching "Left Overs" too closely?*

Classification has proved itself economical and a business getter; of course, its rules and regulations must be observed to effect its purpose. In this connection it is felt the general officers can assist in accomplishing this purpose by not watching the "left overs" so closely,



Wentworth, of East Dayton, fires a broadside for "Stop That Leak!"

### Wholehearted Observance of Instructions

Sometimes instructions are issued that appear to us impracticable, expensive and altogether wrong. They generally cause a little swearing and are handled in a half hearted manner, and the result is unnecessary expense and failure. A little common sense and judgment would quickly show us that we have no right to question instructions issued by superior officers, because we know not the motive, nor the effect desired, and our duty is to buckle down to these instructions, whatever they may be, and do everything

late passenger trains. In fact "man-failures" are about the only excuses we can offer. More interest in the work will put our passenger trains "ON TIME" and keep them there, and that is the best indicator of a good railroad and economy.

No schedule in the freight time table is impossible because our records show that we have often accomplished an on time freight performance. We made the on time performances with regular engines and crews, with good judgment and carefulness in their handling. It is possible to do this, as a general

# Stop That Leak! Stop That Leak! Stop That Leak!



# Stop That Leak! Stop That Leak! Stop That Leak!

especially in the big yards, where there are several classifications to be maintained. Doubling up on classifications to get one more train out before midnight, is not economical, because it means either light power, or extra switching, or both, and should not be done.

The handling of fuel is a big thing, not generally recognized. This has been much improved in the past few weeks, and will surely effect economy.

### Brilliant Individual Performance versus Team Work

Closer co-operation between the different departments is necessary, and will surely effect a great saving. Some of us forget that money saved

or earned is for the Baltimore and Ohio. We allow our "petty" grievances to come first and refuse to help the other fellow because we don't happen to be in that department which needs help. In other words, we forget what we are here for, because we are so engrossed with ourselves.

A good man does his work well, then does some of the other fellow's work. He has ability, uses common sense and good judgment, and appreciates the other fellow's efforts. Of course a clear conscience and a smile go with these qualities.

Our President has made a just request. Now let's all get together to effect the desired result.

### Engineer J. J. Johnson, Keyser, Saved Thirteen Car Replacers

THE following letter, written to Engineer J. J. Johnson, Keyser, by Superintendent Van Horn, on January 23, is self explanatory.

"Have just been advised that during the month of December, 1922, you brought into Keyser Terminal thirteen (13) car replacers which you found lying along the right of way.

"Your actions in this matter indicate a fine cooperative spirit and must be

*The Conductor Who Washed His Signal Flags—  
The Brakeman Who Saved Lead Ends of Torpedoes—*

## These Men Are Stopping That Leak!

By T. E. Banks, Train Master, Chillicothe, Ohio

MANY employes, on this division save for the Company but these two are worthy of special mention at this time. Conductor S. M. Hagan sent to me two red flags and two white flags that had been in constant use for eighteen months, and which he himself had laundered several times. This was an experiment with this conductor, and they came to me with his recommendation to adopt some method of this kind. Brakeman C. E. Hildebrand, while out flagging, made it a practice to pick up the lead ends of torpedoes lying along the track and he accumulated about fifty pounds, which he turned in at the store room and received credit for. Such cases only go to show what actually can be accomplished along the line of saving when the right inclination prevails.

A railroad has but one thing to sell, TRANSPORTATION. Saving time in transporting the passengers and freight to destination means increased earnings, reduction of overtime, and reduces the liability of claims. To increase the revenue in both freight and passenger service, let every employe remember that whatever capacity one is in, courtesy is the greatest asset one can have, and the satisfaction derived from it makes

one feel more than rewarded for his effort. If every employe would conduct his work as if he owned the railroad, there is no doubt but that many millions of dollars could be saved each year.

Safety first saves lives, limbs and dollars.

To examine switch points prevents derailments, thus resulting in saving.

Observe the careful man and follow his methods, thereby saving yourself and Company's property.

Protect grade crossings while switching and coupling up trains. This alone will save thousands.

Think before you act. This will result in savings.

Have your signal lights in good condition to insure safe operation.

Encourage the beginner, thus making him efficient and saving.

Look out to save the little things. The big things will take care of themselves.

Energy expended will bring good results.

A foreign car delivered to a connecting line before midnight saves one dollar.

Know your job and there will always be a better one waiting for you.



Engineman John J. Johnson, Keyser

actuated only by the interest you have in the welfare of the Baltimore and Ohio Railroad and I desire to express the appreciation of the Management and myself for the interest displayed.

"With kind personal regards,  
I am, etc."

The value of these car replacers is \$18.00 a pair. In other words the interest and care which Engineer Johnson took for his employers, had a money value of about \$117.00.

Engineman Johnson is only one of many employes who, day in and day out, are conscientiously taking a deep interest in every phase of their work. The suggestions received at the Magazine office to enable the Company to save money, indicate a widespread and gratifying response to the request made by our president in the December issue.

# Stop That Leak! Stop That Leak! Stop That Leak!



# Stop That Leak! Stop That Leak! Stop That Leak!

## Saving Money in Track Maintenance

*A Contrast of the Work of Two Section Foreman*

By W. F. Berrett, Supervisor, Baltimore Terminals

**T**O save money in track maintenance the section foreman has to be on top of the work on his section and not have the work on top of him. This means that he must first know maintenance conditions on his section and then plan his work systematically.

John Jones, Section "A," Is a 100% Foreman

Foreman John Jones, Section "A," maintains a section we hear little from. While going over his section we observe that he is familiar with all details. He is interested in his work and is filled with an enthusiasm that reflects itself in the members of his gang.

The general appearance of his section is pleasing. It is clean. Cinders and dirt are cleared away from tie plates, spikes, rail and rail fastenings, saving these accessories from rapid deterioration from corrosion. In consequence the life of these accessories is lengthened and money saved.

He has watched drainage conditions carefully and water is not standing at any places along his track. This condition is reflected in uniformity of cross level of his tracks. The surfacing and lining that Section Foreman Jones does is effective and does not have to be frequently watched and gone over. Here is a large saving because when labor is once spent, it is lost, and work that can be avoided in lining and surfacing is work and consequently money spent.

Rail fastenings and fastenings around switches and frogs are found tight. Loose fastenings are working against good maintenance night and day. Foreman Jones keeps his bolts and fastenings tight and his anti-creepers in place, thereby preventing deterioration of rail fastenings and accessories by vibration. By preventing excessive wear to rail fastenings and accessories, both labor and material are saved and the life of the rail on his section is materially greater than on any other section we have.

### His Careful Planning

One of the greatest money savings made by Jones other than that of keeping his section clean, and cinders, dirt and accumulations free of his ditches and clear of rail and accessories, is the systematic handling of new and scrap materials. His renewals are planned and done at a time when he can work on the track with least interruptions. The new materials are distributed and applied at the proper time and the old materials and scrap are collected and disposed of promptly, thereby avoiding an accumulation and making available for use such materials as may be used again and making quick turnover of materials that are to be sold for scrap.

### Foreman Samson is below Par

We hear of Foreman Pete Samson, Section "B," often, because no matter how much supervision we give him, he is always in trouble. Although he has been on the section long enough to be familiar with all the details, when we go over the plans for improving his section, they are a surprise to him. He lacks enthusiasm and his gang is slow.

Although this section is given much of our time, we cannot be satisfied with it. We find accumulations of cinders and dirt in most unexpected places and the drainage does not have just the proper "edge." To prevent deterioration or stoppage of drainage we often have to direct Samson's attention to these important details when his time could be well devoted to making improvements in other directions. This breaks up systematic planning on this section and in consequence work on this section is costly.

Generally, rail fastenings and fastenings around switches and frogs are found tight, but here and there we find joints that are loose and frog bolts that are working loose which call for immediate attention. This upsets the planning on this section and there is a loss of time

and in consequence a loss of money in having these details taken care of as special work, instead of in line with planning and execution of regular work.

One of the losses we have to watch the closest on Samson's section is his use of materials. When he has a switch to renew, or a frog to change, we have to watch closely to see that the work is undertaken at a time when the fewest interruptions will occur from traffic. We also have to see that proper materials are assembled and proper tools available for the work.

Our task as supervisor is largely that of getting Pete Samson as enthusiastic and as thoughtful of the details of planning his work as Foreman John Jones. When we have accomplished this, we will save as much money in track maintenance on Section "B" as we do on Section "A."

## Economies of Consolidation in Great Britain

**G**REAT BRITAIN has about 23,000 miles of railroad. We have about 256,000 miles. The investment in Great Britain in railroad properties is estimated at about \$6,000,000,000. The valuation of our railroads has been placed by the Interstate Commerce Commission at about \$20,000,000,000. So that with ten times the amount of railroad mileage, our valuation is only three and one-third times the English valuation. On January 1, 1920 or more railroads of Great Britain, about 20,000 miles of line (19,881) out of the whole 23,000 miles, were merged into four great systems. Sir Eric Geddes estimates that this consolidation will effect a saving of £20,000,000 a year—around \$100,000,000. Merger of lines in this country is contemplated in the Transportation Act of 1920. Whether or not any such ratio of savings could be effected here as in England is an open question. If it could, and the English estimate is correct, a merger here would save \$1,000,000,000 per annum. But conditions are widely different.

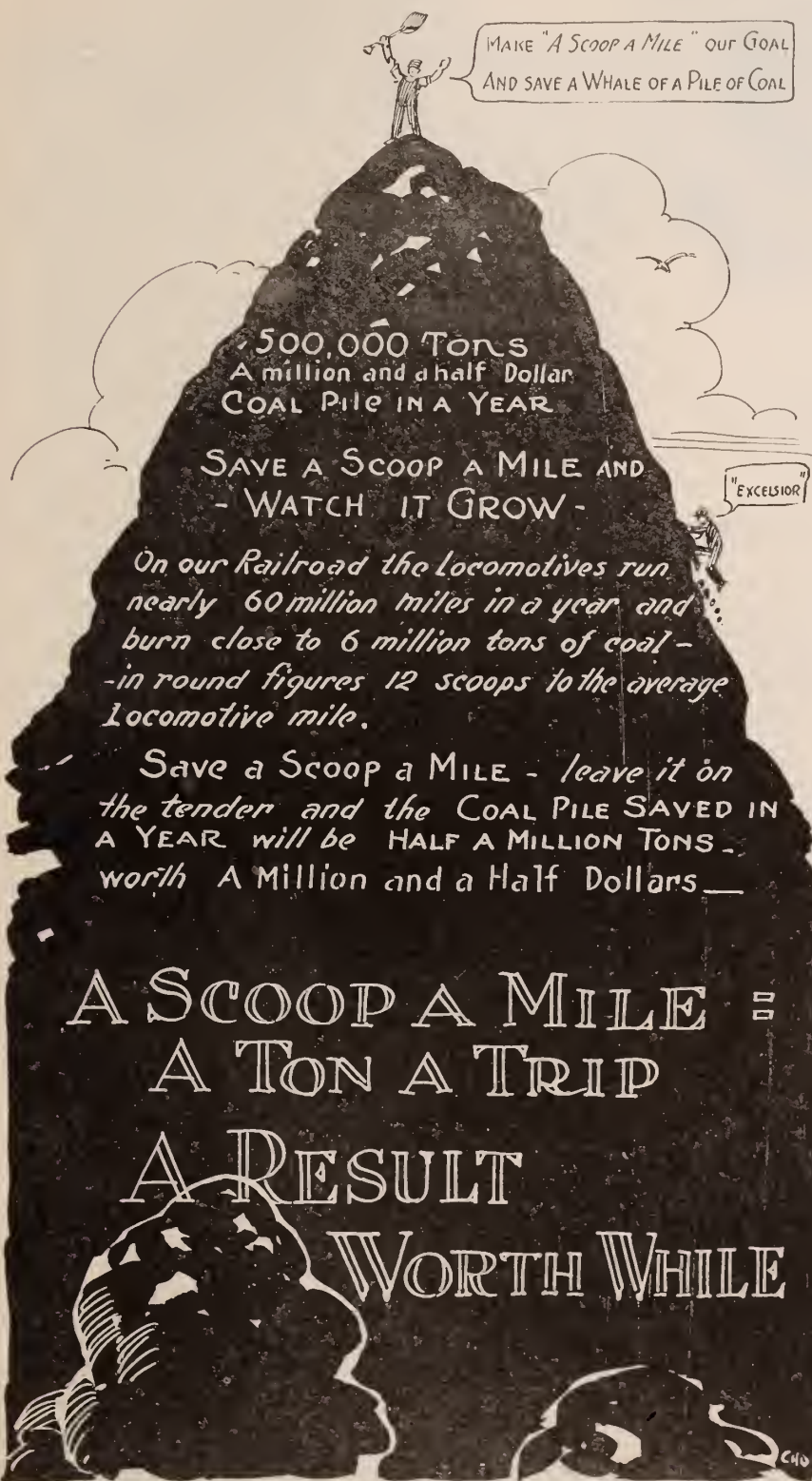
—Bache Review

# Stop That Leak! Stop That Leak! Stop That Leak!



# Stop That Leak! Stop That Leak! Stop That Leak!

The Stop That Leak Campaign is not an effort to spy out, or tell tales about, the other fellow. It is an effort to get every employe to realize the foolishness of all waste and to help stop it! All of us are asked, in the spirit of mutual helpfulness, and that alone, to send our suggestions to Stop That Leak, Mt. Royal Station, Baltimore, Md.



## What Does Your Boss Do?

UNDER the above caption Miss Charlotte Marlowe, MAGAZINE correspondent at Parkersburg, W. Va., says:

"My boss says: 'That's all' and then pulls a lot more correspondence out of his pocket to answer. What does your boss do?"

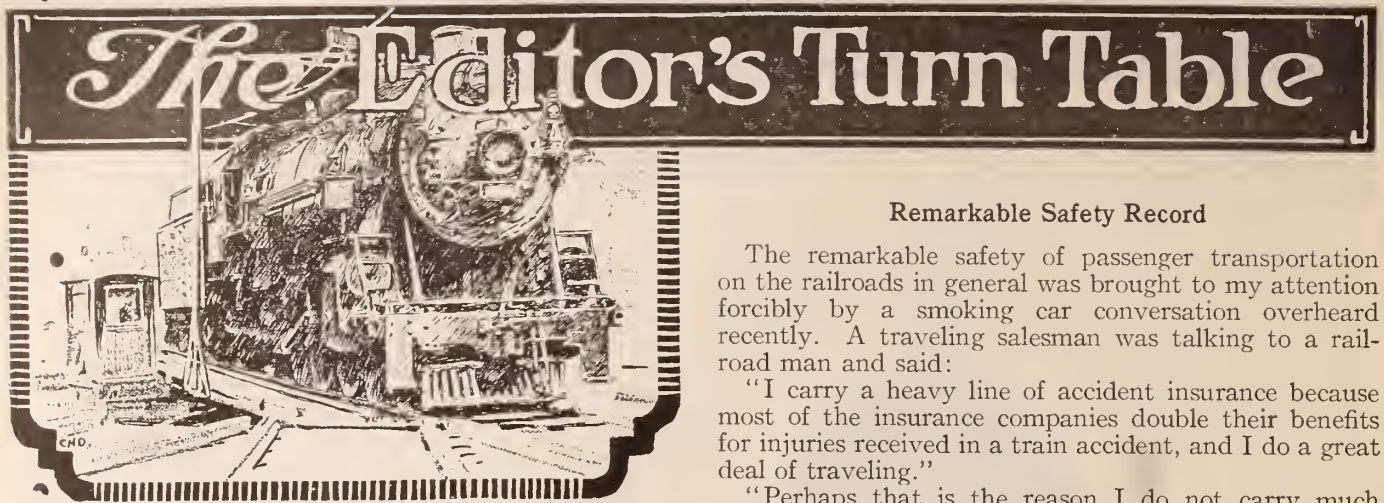
Well, now that Miss Marlowe has "spilled the beans" about her boss, let's hear from other intrepid employes whose bosses won't mind a little joke, even if it is on them.

No entries accepted unless signed.



# Stop That Leak! Stop That Leak! Stop That Leak!





## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*  
 MARGARET TALBOTT STEVENS, *Associate Editor*  
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 Office, Mt. Royal Station, Baltimore, Md.  
 HERBERT D. STITT, *Staff Artist*  
 GEORGE B. LUCKEY, *Staff Photographer*

### The Honor of the Forefathers

One day James J. Hill, one of the greatest figures in the history of American industry and often called "the Empire Builder of the Northwest," was making an inspection trip on a railroad property he controlled. With him was a young officer of his operating department.

They were discussing a branch line running up into the hills for the development of some mines—a development which had not at that time proved to be a profitable one, although those back of it and the railroad men thereabouts had confidence that eventually it would prove highly remunerative.

So the junior officer said to Mr. Hill: "I don't know but that it would be a good thing for me to put some money into that enterprise. They speak hopefully of its prospects and it might be a good investment."

"Don't do it," said Mr. Hill. "You have a perfect right to, but people might learn of it and say that the railroad built the branch line because officers of the railroad had money tied up in the mine. Railroad officers should avoid even the appearance of evil."

\* \* \*

The white light of government supervision and publicity has beaten down upon the railroads so much during the last twenty-five years that there has been, perhaps, a tendency for us of the railroads to feel and act smugly conscious of our virtue, and, inferentially at least, to contrast with much credit to ourselves the present days when "everybody can know everything about the railroads" with the days before government supervision when the acts of railroad officers and the intimate affairs of their roads had more privacy.

Yet the probability is that the really great railroad builders of the past and previous generations were men actuated by the highest motives and keenly responsive to the public interest. The "buccaneer" was the exception and not the rule.

Today the plethora of regulations makes it practically impossible for a railroad manager to wander into forbidden paths, even if he were thus tempted.

### Remarkable Safety Record

The remarkable safety of passenger transportation on the railroads in general was brought to my attention forcibly by a smoking car conversation overheard recently. A traveling salesman was talking to a railroad man and said:

"I carry a heavy line of accident insurance because most of the insurance companies double their benefits for injuries received in a train accident, and I do a great deal of traveling."

"Perhaps that is the reason I do not carry much accident insurance," replied the railroader. "I suppose I travel a good deal more than you do, but travel on the railroads is so safe today that I am in less danger while riding on trains than I would be were I engaged actively in some other line of work which made me travel the streets as men in other businesses do."

Did you know that the Baltimore and Ohio has not killed a passenger in a train accident since May, 1919? Even before this time, in fact for the last ten years, the Safety record of the Baltimore and Ohio has been remarkable, the number of passengers killed in train accidents being almost negligible.

One always feels like "knocking on wood" when making such a statement because we all realize the great hazards of moving thousands of passengers daily at such tremendous speeds. But the record stands nevertheless and should be an incentive to even greater Safety endeavor.

### The College Ideal of Service.

The new professor of engineering at the University of Michigan, John Stephen Worley, a prominent consulting engineer in his prime, at forty-six, has given up his work and a \$25,000 income to teach engineering at the University of Michigan at a salary of less than \$5,000 because he felt that in training young men he could be of greatest service. To those "who measure people with a golden yard stick," Mr. Worley's decision will be a revelation that such ideals of service are not confined to fiction.

Incidentally we learn that Professor Worley has started a class in *Transportation Engineering*.

### Truth in Advertising

In mid-December an advertisement of a grocery store in Baltimore had at the top in bold face, big type, "Big Meaty Select Eggs—35 Cents a Dozen."

Being somewhat unusually interested in eggs we were forced to the conclusion that this was an excellent example of truth in advertising and that the word "meaty" was not used metaphorically, but literally. The eggs in question being some which perhaps just failed of hatching last spring.

Additional light was cast upon this unpleasantly truthful copy by something in much smaller type, way down the page, to wit: "Carton of 12 Eggs—the Pick of the Nests—65 Cents—"

These having, apparently, had a more recent acquaintance with the nests and the hens than the hatching eggs just mentioned.



# Homilies of the Hudson

## Our English Language

Among other questions the application for employment blank, form 726, asks:—"Do you speak the English language?" Foolish question! But—do you? You answer "sure I do." Well, why *don't* you? Your answer is not English, that is, not correct English. However, you need not worry. I don't speak English, you don't speak English, we don't speak English and ninety-nine per cent. of the populations of the United States and the United Kingdom do not speak the English language correctly. And yet the English language is regarded as *the* easy language.

It is estimated that the Greek has nearly twenty-thousand different terminations for the regular and irregular conjugations of verbs, while the English has only four for the regular and five for the irregular, and the cases, genders, moods and tenses that make the grammars of other languages perplexing, are almost lacking in the English.

When it was charged that "English lacked grammar," Sir Philip Sidney met the charge with the assertion that it didn't need any. "But," said he, "for uttering sweetly and properly the conceit of the mind, which is the end of speech, it is the equal of any tongue on earth." And Professor Townsend in his "Art of speech" affirms that "by the use of help-verbs English speech has a power which the ancients with all their inflections could not attain."

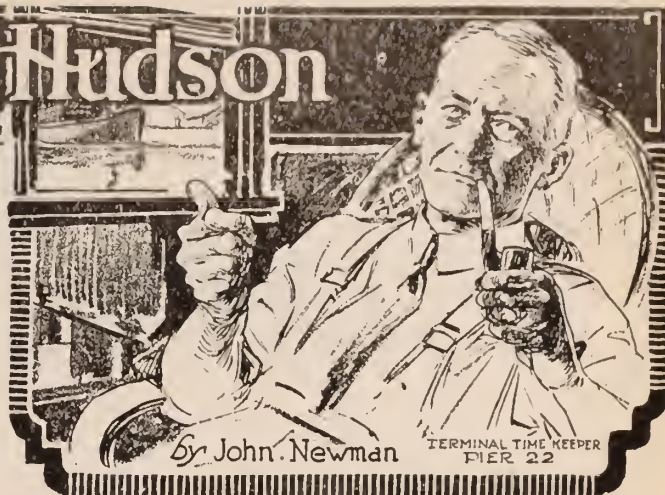
Yet De Quincey writes that "through a circuit of prodigious reading" he had met with only three authors that had not violated the accident or syntax of English grammar. And the same is probably applicable to every other language. A French writer, Couvier, indulging in sarcasm, declared: "there are five or six Frenchmen who know Greek; those who know French are fewer."

So let us not worry about the correctness of our speech, if only we speak it properly. With a few mutilated verb-roots and chewed up nouns, and the assistance of mimicry and gesticulation, our immigrants manage to become Americans and accumulate wealth. But proper speech is an accomplishment that is creditable and worth while cultivating.

## Birds of a Feather

*Similia similibus amantur.* Translated: Like loves like, or, Birds of a feather flock together. We made this notation the other day when visiting at the Bronx zoological park. They have the most wonderful collection of birds, gathered from the climes—singers, talkers, swimmers, battlers and preeners; thousands of them, with a thousand shapes and colors, yet there were few visitors there to admire them. But the house containing the Simidae, commonly referred to as the monkey-house, was packed like a subway train in rush hours, and an attendant told us that "it was always so."

We passed—(ahem)—a couple of hours there, ourselves, watching an Orang-Outang trying to solve the puzzle of a padlock that the attendant told us "had been put there to give him something to think about." The crowd, of which we were part, gave us something to think about. The crowd? Why? Simply because we were reminded of such expressions as "the call of the wild" "reversion to type" and *similia similibus amantur*?



## The Voice of the Minority

There is a story to the effect that George Bernard Shaw, critic, satirist, playwright and self-admitted great Pooh Bah of letters, attending the first performance of one of his plays and hearing some disapproving individual in the audience shout "rotten" (they do that quite regularly in England) at several stages of the performance, finally rose in his seat and exclaimed: "I agree with you, my friend, but don't you notice that we are a minority?"

To have an opinion, even a minority opinion, is neither wicked nor wrong, though it may not operate to the best interest of the di enter to shout it in the face of the majority, as "majority" means "bigger," which is equivalent to "stronger."

But might is not always right; in fact, it seldom is. Neither are majorities always right. All history is a story of errors committed by majorities. Majority crucified the Christ, and is responsible for a thousand other crimes, prior and subsequent to that event. And history keeps right on repeating itself. However, majorities are short lived; those of today become minorities tomorrow; when Vox Populi turns down its thumb they go under. Which proves that they were wrong, and that nothing is ever settled until it is settled right.

When the conscience of a majority awakens and compels it to listen with sympathy to the pleas and arguments of a minority, and, instead of chaining it to its chariot or to the cannon's mouth, adopts the methods of the missionary, then Vox Populi will be accompanied by a harp instead of a jazz-brass-band.

## Departing Spirits

The Casket Manufacturers' Association of America displays on its letterhead, below the association name, this motto: "Help us, help yourself." Cannot just figure it out. Respectfully referred to the puzzlers. If they had a cut of a jug labeled "Embalming Fluid" (now served under spurious labels to such as prefer a "merry life though a short one") going with the text, we might be able to make something out of it; otherwise, we figure that when we are in the position to help them we are past self-help. If they try to convey the idea that to help them and ourselves we should do something to "pass" some rich relative their way, (we are beyond temptation; we have no rich relative) they should be prosecuted as "accessories before the fact."





## Note:

All puzzles published in this department will be defined, as far as possible, from the *New Standard Dictionary*, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the *New Standard Dictionary*, the name of such authority must be stated at the end of the definition, in parenthesis. Obsolete words will be marked at the end of the definition thus—"obs". Variant spellings of a word must be marked at the end of the definition thus—"var". Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

THE answers to the Puzzles published in the November issue are:

## 1. Transportation

2. B A A  
P A I N T  
B A L L O O N  
A I L E T T E  
A N O T H E R  
T O T E M  
N E R

## 3. Sword-word

4. B  
T A G  
A R L E S  
T R I T O N E  
B A L T I M O R E  
G E O M Y I D  
S N O I F  
E R D  
E

## 5. Door-odor

6. P L I A N T  
L A N D A U  
I N G O T S  
A D O N I C  
N A T I C A  
T U S C A N

## 7. Full-y

8. R A I L R O A D  
A S C I A N S  
I C E A G E  
L I A N A  
R A G A  
O N E  
A S  
D

## 9. Write-wire

10. E T R E S  
T E E M E R  
R E V A P O R  
E M A N A T E R  
S E P A R A T E D  
R O T A T I V E  
R E T I N O L  
R E V O L T  
D E L T A

## 11. Dam-son

12. R A I L R O A D S  
S T E E P L E  
S A D E L  
P I N  
P

## 13. Wabble-rabble

14. F I N E S  
S A V E S  
G E N E T  
R O T A S  
R A P I D

## 15. Flies

16. L E S S E R  
E A T A G E  
S T A T E S  
S A T I R E  
E G E R A N  
R E S E N T

CORRECT solutions were received from the following:

N. Jineer, C. Lion, Ben Franklin, S. T. Udent, J. F. Donovan, W. E. Madden, The Major, Grace M. Manning, Atlas, L. E. Phant, L. M. N. Terry, Martelia, Comrade, Primrose, Pearlle Glen, G. Hartman Pryor, Baltimore, Md.; P. M. Pennington, Cumberland, Md.; Wick-o-cincy, Cincinnati, Ohio; Kappa Kappa, Fargo, N. Dak.; Gemini, Poly, Brooklyn, N. Y.; Molemi, Gi Gantic, Hopeful, St. Louis, Mo.; Gee, Asheboro, N. C.; Alec Sander, Philadelphia, Pa.; Fred Domino, Corinth, Miss.; Towhead, Lafayette, Ind.; Emeline, Fairbury, Neb.; Spica, Whitney Crossing, N. Y.; Sherlock Holmes, Worthing, S. Dak.; C. Saw, Tunste, Joaquin, St. Germaine, New York, N. Y.; Jack O' Lantern, T. Hinker, Bangor, Pa.; Nanki Poo, Holyoke, Mass.; K. T. Did, E. R. Woodson, Nypho, Washington, D. C.; Delmonte, Richmond, Va.; Dan D. Lyon, New Florence, Pa.; Mentor, Chicago, Ill.; Tom Crestmore, Johnstown, Pa.; Arty Ess, Scranton, Pa.; Latco, Hoboken, N. J.;

Ralph, E. Stroudsburg, Pa.; Jemand, Wilmington, N. C.; Winkie, Charleston, W. Va.; Todd, Mulkeytown, Ill.; and Spud, Yazoo City, Miss.

The prize of one year's subscription to the Enigma is awarded to N. Jineer (Miss Olive W. Dennis) who furnished the first complete list of answers and in addition submitted some fine contributions.

## New Puzzles

## 1. ANAGRAM

## I TAX, THEN ROB

In these days of prices high,  
Our pocketbooks must reach the sky,  
If necessary things we buy,  
For everything is TOTAL—why?

Wilmington, N. C.

Jemand

## 2. RHOMBOID

Across:

- 1—Condition or standing,
- 2—An eloquent speaker,
- 3—One who makes or sells knives,
- 4—A song of thanksgiving sung at Matins,
- 5—An examination of that which is past,
- 6—One who holds an estate or tenements by periodical payments.

Down:

- 1—A letter,
- 2—Noting motion towards,
- 3—A curved line,
- 4—Tight, stretched,
- 5—To pronounce,
- 6—To join together,
- 7—To pass a rope through any hole,
- 8—To destroy,
- 9—Encountered,
- 10—A personal pronoun,
- 11—A letter.

Baltimore, Md.

Ben Franklin

## 3. CHARADE (12)

When we search ALL early,  
Along the snowy banks,  
We find them soft and white and pearly,  
In their shining ranks.

There the redbreast met them  
Gave the call of spring,  
And the hurrying bluebird set them  
Quivering 'neath its wing.

See, their heads uplifted  
Always brave and sweet,  
Even when lingering snows are drifted  
Round their slender feet.



We caress ONE lovingly  
 'Tis a pet at home you see,  
 Tree of grace TWO loves to look  
 At her shadow in the brook.  
 Whitney Crossings, N. Y. Spica

4. SQUARE  
 (New International)

1—A puzzle,  
 2—Dwarfish,  
 3—Interior,  
 4—Going (Obs.),  
 5—One who minds,  
 6—Sea adders.  
 Worthing, S. D. Sherlock Holmes

5. TRANSPOSITION (5)

There was a young lady named PRIME  
 Had not the conception of rhyme,  
 She lacked all incentive,  
 Thoughts never inventive,  
 Just purposeless seemed all the time.  
 And so I conclude she was FINE  
 I wouldn't select her for mine;  
 I'd grow very weary  
 To hear her say, "Dearie,  
 Where shall we go out to dine?"  
 Lafayette, Ind. Towhead

6. PYRAMID

Across:  
 1—A letter,  
 2—A gentleman (Obs.),  
 3—A Rajah's wife,  
 4—A grandmother,  
 5—A fat unwieldy person (Dial. Eng.).

Down:

1—A letter,  
 2—Abbreviation for "bushel,"  
 3—(Law) A thing,  
 4—Wit,  
 5—A native of India,  
 6—Genuine,  
 7—A large Australian ratite bird of the  
 genus Dromaeus,  
 8—Edge (Obs.),  
 9—A letter.  
 Mulkeytown, Ill. Todd

7. TRANSBEHEADMENT (5)

Old Billy Blue got in a stew  
 When he some lies his wife did tell:  
 And FIRST than that he was so fat  
 His wife's call-down gave him a "spell."  
 He said that he had been to see  
 Some siek friends who had kept him  
 late,  
 When she knew well if he would tell  
 'Twas poker kept him from his ma'c.  
 If he had won a lot of "mon"  
 She then would ne'er have Billy  
 "sassed;"  
 She knew he had lost quite a "wad,"  
 And it was losing made her LAST  
 Bangor, Pa. Jack O'Lantern

8. REVERSED RHOMBION

Across:  
 1—Covered with frost,  
 2—Same as Iranian (New International  
 Dictionary),  
 3—Those who erase,  
 4—Vociferations,  
 5—Those who raise,

6—Telegraphic transmitters,  
 7—Animals that nest.  
 Down:  
 1—A letter,  
 2—To see (Obs.),  
 3—In law, a thing or things,  
 4—To slant,  
 5—In grammar, to strike out, as a vowel  
 or syllable in a word,  
 6—One who erases,  
 7—Those who frame,  
 8—(New Int. Dictionary) Razors (Obs.),  
 9—(Slang) One by preeminence,  
 10—(England) Titles of baronets and  
 knights,  
 11—Toes (Obs.),  
 12—A type measure,  
 13—A letter.  
 Brooklyn, N. Y. Gemini

9. ENIGMA (7)

Backward or forward I pass the same,  
 Backward or forward I spell my name.  
 I slip, I slide, I turn, revolve,  
 With seven letters my name evolve.  
 And even those by careful score,  
 Can be reduced to only four.  
 New Florence, Pa. Helva Goodman

10. DIAMOND

(Defined by New International Dictionary)  
 1—A letter,  
 2—Normal,

3—One of the twelve apostles,  
 4—Any of certain very large totipalmate  
 birds of the genus Pelecanus,  
 5—Ironically censorious,  
 6—Relates,  
 7—Runs sw ftly,  
 8—Was not (Obs.),  
 9—Letter.  
 El Paso, Tex. Osaple

11. HALF SQUARE

1—A sacred composition for solo voices,  
 2—Withdraws,  
 3—Appeased,  
 4—Delicate hues,  
 5—Natural substances containing metal,  
 6—That color of the spectrum farthest  
 from violet,  
 7—A part of the verb "be,"  
 8—A letter.  
 Johnstown, Pa. Tom Crestmore

12. TRANSPOSITION (4)

When the FIRST and care of the load I bear  
 LAST and torture my weary soul,  
 I look up above to the God of Love,  
 And away my burdens roll!  
 Fargo, N. Dak. Kappa Kappa

13. ANTIGRAM

EVEN CALM LOVE.  
 Fairbury, Neb. Emeline

14. TRANSDLETION (6)

Willie found the cooky jar  
 And thought he'd help himself;  
 The WHOLE that sister raised afar  
 Soon robbed him of his pelf;  
 For as he started forth to TWO  
 FOUR'S THREE in wrath descended.  
 His wails rose to the welkin blue  
 With sounds of spanking blended.  
 FIVE ONE is written on the face  
 Of this my tale of woe—  
 Be sure before you slip from grace  
 That FOUR'S not there to know.  
 Baltimore, Md. N. Jineer

ANAGRAMS

15. CASH LOST IN ME  
 St. Louis, Mo. Molem  
 16. CARS GO—IS DANGER  
 St. Louis, Mo. Molem  
 17. TIRO FIEL HERE; LAND THEM!  
 Brooklyn, N. Y. Gemini  
 18. ANGERED  
 Bangor, Pa. Jack O'Lantern  
 19. SQUARE

1—An iron frame and bars for holding  
 coals for fuel,  
 2—A fixed star,  
 3—To be quick in movements, nimble,  
 4—A word denoting end or purpose,  
 5—To manifest preference for by vote.  
 Baltimore, Md. Grace M. Manning

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Just between You and Me

In No. 7 we present the first "Trans-  
 beheadment" published in this department.

(Continued on page 41)

**Prizes**

Wick-o-cincy, who has evinced so much interest in this department and who has produced some splendid puzzles, offers as a prize for the best list of solutions in this number, a year's subscription to the Enigma. He wants to let other puzzlers know what he thinks of puzzling as a mental developer.

In addition, the National Puzzlers League, through the official editor, Mr. Wm. D. Flagg (Nanki Poo), offers two six months' subscriptions to the Enigma for the second and third best lists.

To receive proper credit all lists of solutions must be in my hands by April 5; the answers and solvers list will be published in the May issue.

The splendid offer of Senior Vice President Shriver of a "New Standard Dictionary" for the employe of the Baltimore and Ohio who does the best work in the Puzzle Department during the first six months of 1922, should encourage every member of the Puzzlers' Club to his or her best efforts. If you don't own or have never handled a New Standard Dictionary you cannot imagine what a wonderful storehouse of knowledge it is. While you will be making an effort for this valuable prize you will also be acquiring some additional knowledge and be getting a great deal of pleasure and mental relaxation. So, let's go!



# Women's Department

Edited by Margaret Talbot Stevens.



## Sandwiches for the Lunch Box

**D**URING the months of February and March, when there comes that longing for something different in the daily menu, that appetite for fresh vegetables which are then so high-priced in the markets, it is the housewife's problem to know just what to put into the lunch box for the kiddies at school and for her husband who carries his lunch.

Nothing seems to take the place of sandwiches, in spite of the fact that we do grow tired of them. To make them more palatable, try spreading the slices of bread with butter; wrap these in waxed paper and put the filling in another little waxed paper package, or in a little jar, according to the nature of the filling. Sandwiches that are made in the morning oftentimes become "soggy;" the bread absorbs the filling and this is what makes us grow tired of them. Instead of the usual sliced bread, try making a biscuit dough, spread it out in a flat cake, about half an inch thick, and bake it in a round pie pan. This takes only a few minutes and may be baked while you are getting breakfast. When nicely browned, take from oven and set aside to cool. Then cut as you would cut a pie, into quarters, split open, spread with butter, and wrap them for the lunch box. With these little "short-cakes" put in a little jar of jam or preserves. The tiny jars in which mayonnaise dressing and cheeses come are splendid for this purpose. They hold just enough of filling for two or three sandwiches, or enough potato salad slaw, stewed prunes or apricots to make the school lunch attractive.

The children will like canned tomatoes in these little jars, too. Season the tomatoes with salt, a little pepper and onion. This makes a nice accompaniment for the ham sandwich luncheon.

Save all your old cups which have lost their handles and use them to bake little custards or bread puddings for the lunch. Don't forget to add a spoon to the lunch box whenever there is a jar or cup. Hot cocoa in the thermos bottle makes a delightful addition to the lunch on cold days, either for the children or for Daddy.

### Now for the Sandwich Fillings!

In the Dinner Pail Contest which we held last year, there were lots of sandwich suggestions given by our Baltimore and

Ohio women. Here are some of them which may help you to vary the lunch menus:

1. To a small roll of cream cheese, add a cupful of chopped nut meats. Mix well together and place in small jar.
2. Split hot sausages length wise and wrap in waxed paper. Butter rolls to be used with these. Daddy may like mustard with his.
3. Grind cold roast beef. Mix with a bit of chopped pepper or lettuce. Moisten with a little salad dressing.
4. Combine sliced chipped beef with lettuce.
5. Chop raisins and nuts and mix well together.
6. Chop fish. Salmon, tuna fish or sardines are preferred. Season to taste.
7. Slice boiled tongue and add a leaf of lettuce or a bit of chopped celery to each sandwich.
8. Meat loaf makes delicious filling, as also does corned beef.
9. Scrambled egg with minced chipped beef gives a new flavor for the usual egg fillings.
10. When whole tomatoes are available, remove the pulp (this may be set aside to use in soups) and chop the remainder. Add this to strips of crisp, fried bacon. The man of the house will like this.
11. Butter the slices of bread. Add two or three crisp lettuce leaves and a couple of chopped olives.
12. Instead of regular sandwiches, butter some crackers and put into the lunch box with two devilled eggs.
13. Make boneless codfish cakes—with plenty of codfish in them. Use as filling for slices of rye bread.
14. Instead of meat, fish, cheese or



Copied by Virginia, little daughter of Agent Watkins at Sykesville, Md.

eggs, make a filling of fruit—chopped apples, celery and onions, or of cold slaw.

So there you are—14 different kinds of sandwiches, and we are indebted to the following Baltimore and Ohio women for them:

Mrs. C. W. Klein, wife of machinist, Lima, Ohio; Miss Grace Boyer, daughter of the late Engineer Lemuel Boyer, and Mrs. Gertrude Boyer, her mother; Miss Addie McCauley, now with the Employment and Record Bureau, Baltimore; Mrs. W. E. Hadden, wife of conductor, Dover, Ohio; Mrs. F. W. Fritchey, wife of master mechanic, Riverside; Mrs. George W. Galloway, wife of foreman, Mt. Clare Shops; Mrs. Charles W. Shipley, wife of conductor, Baltimore Division; Miss Lillian Betony, 14-year old daughter of Section Foreman Betony, West Virginia; Mrs. O. L. Smith, Gaithersburg, Md.; Mrs. W. M. Wingrove, Bradford, Pa.; Mrs. J. A. Engstrom, Garrett, Indiana.

If others among our railroad women have some different suggestions concerning the packing of lunches, or any particularly good recipes, we should be glad indeed to hear from them.

## The Art of Being Happy

By Marie Statterick

Secretary to Division Engineer, Wheeling, and Correspondent for the MAGAZINE

**T**HE greatest dream that I have is the true answer to the art of being happy.

Tonight, while thinking of going to bed instead of sitting up to read a little longer than usual, I happened to glance at an old picture, which I once cut from a magazine and hung on the wall near the head of my bed. I felt myself being drawn mentally toward the picture. I have always admired it; somehow it always holds my attention, for the title gives me something to think about. It is "The Wind Hewn Cypress."

A queer old misshapen bundle of branches is about all that there is to the picture, an old cypress tree that has been blown about by the wind. Yet, if it could speak, I am sure that it would say that it is happy, for it has remained just what God made of it—still a cypress tree.

Yes, the art of being happy is to be yourself always. This is my inspiration.

### New Dishes

Uncle Hiram from Podunk was taken by his nephew into a downtown hashery for lunch.

"I guess I'll have some coffee and sinkers," said the nephew.

"Did you say sinkers?" asked the old man.

"I sure did, Uncle."

"Well," said Uncle Hiram, as his eye fell on a spaghetti eater, "I reckon I'll have a mess of fishin' lines like that feller is eatin' out of a bowl."

—Railroad Red Book



## Mazie Gets a New Dress

WHEN the new fashion books which show the patterns for the Women's Department arrive in the office of the MAGAZINE, it is a great day with the girls who work in the Multigraph Office adjoining. Noontime is spent in scanning the pages for the latest styles and many an idea is gleaned for the plan of the season's creations. Thus, it was not surprising when we heard a chorus of "Ah, isn't that just too cute for anything!" When we looked for ourselves, we discovered it to be pattern No. 4091, a little girl's dress.

So that's how it happened that Miss Genevieve Wright, chief multigraph operator, Mt. Royal Station, decided to try out this pattern on her little five year old niece. The little girl's real name is Mary Lillian, but it has been shortened by her relatives to "Mazie," in honor of one of Mazie's grandmothers.

Mazie is a real Baltimore and Ohio girl, for besides being the niece of Genevieve, her grandpa, Samuel E. Wright, is one of our foremen at Locust Point. So, as

Assistant Photographer Allard said, "there are three Wrights, so that makes it all—Wright, all right." And Grandma Wright helped to make the dress, so it *must* be all—Wright!

This little dress was made of natural colored pongee, a most serviceable material for a dress for old or young. Its washable qualities make it most desirable, for after every washing it "looks like new." The trimming was of blue grosgrain ribbon, of which three and one half yards were required. The ribbon was not used down the left side of the dress, as the dress seemed complete without it. In order to add another touch of smartness to the little frock, the hem was made deep, thus shortening the pattern a bit, and bloomers were added.

The pattern is Number 4091. It is a splendid warm weather frock and one that may be worn with a gumpe on cool days. Cretonne in red and blue tones is illustrated in the pattern cut, with a binding of black saten. This makes a delightful little

morning, afternoon or school frock for the kindergartner, depending, of course, upon the material used. It is cut in four sizes 2, 4, 6 and 8 years, and will be mailed to any address on receipt of 12 cents in stamps. Use the regular pattern coupon. A 2-year size requires one and a half yards of material, 32 inches wide; the 6-year pattern requires but two and a quarter yards, without the bloomers. The pattern does not include bloomers, but we have a splendid bloomer and petticoat pattern (No. 2472), which may be had in the same sizes. The price is 12 cents.

### A Personal Letter

Baltimore and Ohio Magazine  
Mt. Royal Station  
Baltimore, Maryland

*Dear Women Readers of the Magazine:—*

I know that you are reading the Women's Department of the MAGAZINE. Hundreds of you have ordered patterns through our pages during the past year and many of



Chief Multigraph Operator Genevieve Wright, Mt. Royal Station, and her little niece, Mazie, who wears her new dress made from pattern No. 4091. The pattern is cut in 4 sizes, 2, 4, 6 and 8 years; price 12 cents. Use the coupon on the pattern page



you have helped me with the columns of that department by your splendid contributions. I am wondering, however, if there are not many others among our women who would like to help me. We like to make our Women's Department different from that in any other magazine just by having our contributions from Baltimore and Ohio women alone, and I do want to have it more widely represented by women from all over the System.

You can do your part in making our Women's Department successful by sending in a contribution now and then. I know just how busy some of you are. The girls in the office probably have more time than those at home, for when there are meals to be cooked, sewing to be done and children to be looked after, the woman in the home is mighty tired when night comes. For this reason we shall appreciate all the more any effort on the part of a housewife to send us a contribution for the Women's Department.

Just a bit of inspiration to get you started on helping us, *the Magazine has offered four lovely prizes—a handsome wrist watch and three fine bar pins for the four women who send me the most helpful contributions this year.* This offer includes the girls who work in the offices, the wives, sisters, daughters and mothers of Baltimore and Ohio men. Read all about it in the January issue of the *MAGAZINE* and be sure to let me hear from you as soon as possible.

By looking over the Women's Department in several back issues of the *MAGAZINE* you will know just what I want for its pages—just a letter telling me your ideas on any subject in which women are interested; little stories about the office, your home or your garden; household hints and your favorite recipes; pictures of yourself or of your children. Don't worry about writing with a pen or typewriter if neither is convenient, nor about misspelled words or poor English; we all make mistakes and these will be attended to before the printer gets hold of them. Will you help me? Send your letter to me and mark the envelope "Personal," if you wish.

Yours sincerely,

*Margaret Talbot Stevens*

Associate Editor

Many of the dainty patterns pictured here will be suitable for the new materials, and the nice thing about these patterns is that the price is only 12 cents each. Besides, if you don't find something particularly appealing on these pages, just send 12 cents for the new Spring and Summer Book of Fashions. Use the coupon in ordering patterns, or a separate sheet of paper if you do not wish to clip your *MAGAZINE*; but be sure to give your name and address, together with the number and size of the pattern desired.

## The Fashion Woman Sends Us the New Spring Styles

By Peggy

### A Neat Dress Style for a Little Girl

4243. Voile with embroidery, gabardine with braid, or gingham with bands of contrasting material, would be attractive for this style. The sleeve portion may be omitted.

The pattern is cut in four sizes: 2, 4, 6 and 8 years. A 6-year size requires two and a half yards of 32-inch material.



### A Simple Pretty Frock

4251. Jersey cloth in a pretty shade of brown was selected for this design. The stitchery is in black yarn. This style is also good for combinations of material. A very dressy dress could be evolved from Paisley silk and velvet.

The pattern is cut in four sizes: 6, 8, 10, and 12 years. A 10-year size requires two and seven eighth yards of 36-inch material.

### A Pretty Frock for Mother's Girl

4254. Serge and velvet were here combined. One could use plaid woolen and plain serge or jersey, or make the trimming of embroidery or soutach braid. The sleeve may be in wrist or elbow length.

The pattern is cut in four sizes: 8, 10, 12 and 14 years. A 10-year size requires two and one eighth yards of 54-inch material. To trim as illustrated, will require one half yard of contrasting material 40 inches wide.

### A One Piece Frock with Draped Panels

4264. Figured silk combined with crepe is here portrayed. This is a good style for velvet and satin, or net and chiffon.

The pattern is cut in three sizes: 16, 18, and 20 years. An 18-year size requires seven yards of one material 40 inches wide. To make as illustrated will require four yards of 40 inch material for the dress of plain material, and three and three quarter yards for the panels of figured material.

### A Pretty House or Porch Frock

4258. Figured percale and pique are here combined. Gingham, linen, lawn and crepe are also attractive for this style.

The pattern is cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires five yards of 32 inch material. The width at the foot is two and one half yards. To trim as illustrated requires one yard 36 inches wide.

### A Stylish Model

4266. This design is suitable for slender and for mature figures. The plait lines, the side closing and becoming sleeve are very attractive, and new. Figured crepe is here portrayed finished with a stitching in floss. The style is also good for satin, broad cloth and serge.

The pattern is cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires five and three quarter yards of 36-inch material. The width at the foot is two and one quarter yards.

4262. Here is a model that is exceedingly youthful, and one that displays the latest style features. The fullness over the waistline is held by stays that could be of braid or embroidered bands. The skirt has circular fullness, and measures three and five eighths yards at the foot.

The pattern is cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires five and a half yards of 36-inch material.

4257. Crepe de chine or velvet could be used for this style. Blue with red or white, and black with gold floss embroidery







4254

a ribbon sash, will make this a nice frock for party or dance. In jersey or charmeuse, a very attractive afternoon dress may be evolved.

The pattern is cut in three sizes: 12, 14 and 16 years. A 14-year size will require three yards of 38-inch material.

4253. Blue or brown serge would be good for this style. It is also nice for velvet, knit woolens, and taffeta. The



4266

4262

4257

4253

3858

4248

4249



3809

3875

4247

4259

sleeve may be in wrist or in elbow length. In black velvet or blue jersey, with collar and trimmings of suede, this style would be unique and attractive.

The pattern is cut in four sizes: 8, 10, 12, and 14 years. A 10-year size requires three yards of 40-inch material. For collar of contrasting material 40 inches wide one half yard is required.



4264



4258

4248. Here is just the coat to make a boy comfortable and to keep him warm. The fronts are double breasted. The sleeve is in raglan style, with roomy armseye. Serge, cheviot, tweed and other coat materials may be used for this design.

The pattern is cut in four sizes: 4, 6, 8, and 10 years. A 6-year size requires two and one-eighth yards of 54-inch material.

4249. Crepe de chine with bands of filet lace was used in this instance. The model is good for wash fabrics as well as for tricotine, gabardine and soft silks.

(Continued on page 37)

**PATTERN ORDER BLANK**

The Fashion Woman  
Baltimore and Ohio Magazine  
Mt. Royal Station  
Baltimore, Maryland

Please send to the following address the patterns listed below. I enclose 12 cents (stamps, check, or money order) for each pattern or Book of Fashions.

Name .....  
Street .....  
City ..... State ..  
Pattern No. .... Size ..  
Pattern No. .... Size ..  
Pattern No. .... Size ..  
Pattern No. .... Size ..

**UP-TO-DATE BOOK OF FASHIONS**  
Send 12c in stamps, check, or money order, for our UP-TO-DATE BOOK OF FASHIONS.



# Our Little Railroaders



We're going to write a letter  
And send it in tonight,  
We've answered all the puzzles  
And we're sure they're all just right.

And then we'll write a story  
About our Kitty Gray,  
And how she waves her pretty tail  
To chase the mice away.

## Do You Know Where The Real Mother Goose Is Buried?

Dear Aunt Mary:

Several old codgers have recently tried to break into your Children's Page and this, with a little experience I had the other day, has given me courage to follow their example.

All of your children probably know the Mother Goose rhymes so well that they think they know the Old Lady herself, but I wonder if any of them could tell you where Mother Goose lived or where she came from? I could not have told, for the life of me, had it not been for a visit which I paid to Boston, Massachusetts, last Saturday.

I saw many interesting places but none more interesting than—what do you think?—a graveyard. Yes, it is called the "Old Granary Burial Ground" and it is on Tremont Street, right off the Boston Commons. You can get an idea of how old it is when I tell you that the oldest grave stone standing was erected in 1667, over 250 years ago.

And right near this grave stone is the other one which started me on this story, the grave stone erected to "Mother Goose"



THE WINTER GIRL  
Drawn by Elsie Elizabeth Glanzer

Frost is on the window,  
Snow is in the air,  
Folks who dress in cozy furs  
Little do they care.

—By Mary Stevens, Lothian, Md.

in 1690. On it is a little placard which explains that "Mother Goose was buried here" and that she was the real author of the faneiful rhymes for children which were edited by her son.

Now what do you think of that? It may be that some Boston "highbrow" is trying to fool us visitors to his city, for I have always thought that Mother Goose rhymes came originally from Germany or one of the Scandinavian countries. Do any of your children know about this? If so, wouldn't it be interesting for them to write about it in their department in the MAGAZINE?

Sincerely,

(Signed) R. M. VAN SANT

(Editor of the Baltimore and Ohio MAGAZINE)

P. S.—By the way, I wish you would also let me tell your children that if they ever want to visit a city which is just chock full of historic interest, they must go to Boston. On the same visit mentioned I went through the old State House, and Faneuil Hall and old South Church and saw papers and bits of furniture and guns and old uniforms and pictures associated with such men as Samuel Adams, John Hancock, Paul Revere, John Adams and other great men in our history. Just think, there is a little glass vial containing a hundred or more tea leaves, and these were shaken out of the boots of one of the daring Boston men who participated in the Boston Tea Party. They have been preserved all these years! Yes, and the other relics seem so close to the patriots of revolutionary days that they made me feel that I was treading on sacred ground and made me realize more keenly than ever how inspiring are the pages of America's history and how thankful we of these days should be for the great heritage given us by our forefathers.

### Good for Sarah!

SARAH PENNINGTON, our little friend in Cumberland, always sends Aunt Mary her school reports. Her report for the month of November was so good that I am sure our little people will

want to know about it. "A" means very good; "B," good, and so on. Sarah's grade was "A" for each of the following subjects: Hygiene, History, Geography, Arithmetic, Grammar, Composition and Reading. In Conduct, Effort, Spelling and Writing, her grade was "A-plus," meaning exceptionally good. Isn't that a fine record?

### Her Prize in the Safety Contest

CHILLICOTHE, OHIO  
November 27, 1922

Dear Aunt Mary:

I received my prize yesterday and I am tickled 'most to death over it. If you give such prizes for fourth place, the prize for first place must be grand.

The very next time you have a contest, I am going to enter, and I'll win first place or "bust."

Yours truly,

(Signed) Viola Wolfe

Little Jeannette was visiting her grandmother at Daweswood Farm. Walking in the garden, she chanced to see a peacock, a bird she had never seen before.

After gazing in silent admiration, she ran quickly to the house and cried out: "Oh, granny, come and see! One of your chickens is in bloom."—*Railroad Red Book.*



Anna Danz and Evelyn Eaton, Baltimore, Md.  
Evelyn has sent us a nice story which we shall publish later



# PUZZLES

for the Youngsters

WHILE we are writing these puzzles, the January MAGAZINE has not been out long enough for us to receive the answers to the puzzles that were in our column in that number, so we'll let you have the answers next month. In the meantime, here are some new ones which Mr. Towhead and Mr. Oyster, our puzzle friends, have written for us. If you can send in the correct answers you will receive a package of six Baltimore and Ohio post-cards. Let's all try. First of all, we have Mr. Towhead's riddles:

1. How many times is the letter "A" found in the alphabet?
2. Cut off the first letter of a word meaning the wail of a dog and you will see the name of a bird who flies around during the night.
3. (This is a hard one. It is a charade. We told just what a charade is in the January MAGAZINE). My whole is a word of seven letters, meaning the name of a small bird which everybody knows. The first four letters spell a word meaning a necessary part of a sailing vessel. The last three letters make a word which means to propel a small skiff by hand.

- Now we have some of Mr. Oyster's hidden fishes. As an example, the answer to the first one is "trout." We take the "t" from the word "freight" and the "r-o-u-t" from the word "routed." Now try the others. There is one hidden fish in each line.
1. We want our freight routed via the Baltimore and Ohio.
  2. You may have your supper charged.
  3. The policeman is talking to the gamin now.
  4. Soldiers, harken to the bugle call.
  5. Mr. Bristow haled him into court.

## Two Nice Letters

ST. DENIS, MD.  
December 9, 1922

Dear Aunt Mary:

Although we have gotten the Baltimore and Ohio MAGAZINE for many years, I have never written to you before.

I am in the seventh grade and go to school in Relay. It is a pretty little school, situated at the top of a hill.

I am 11 years old. I want to enter all of the contests you hold.

If I am not mistaken I know the editor of this MAGAZINE - Mr. Van Sant.

Yours truly,  
(Signed) Estelle Barnes

NOTE:

Mr. Van Sant says that he knows Estelle and also her father, who is a splendid type of Baltimore and Ohio man, and of whom Estelle and the other Barnes children should be proud.

Aunt Mary

5409 Penn Avenue  
PITTSBURGH, PA.  
December 3, 1922

Dear Aunt Mary:

I have drawn a picture of Jiggs after Maggie gets through with beating him up.

I guess you don't know how hard she hits him, and I don't think you'd like to be hit like Maggie hits him.

Will you please put this picture in the MAGAZINE next time?

Yours truly,  
(Signed) Richard Fritz

Richard's picture of Jiggs was published in the January Magazine.

## Good Schools and Churches in Dover, Ohio

By Bernice Kirkpatrick

Daughter of Machinist, Dover, Ohio

WHEN I first came to live in this town I was not very old, so, of course, I did not know much about it.

We first went to live on Fourth Street. After a while we moved to Wooster Street, where I have lived for six years. I like it—it is a nice street in the summer.

Long ago, when there were but few houses in Dover, it was nearly all woods. We now have six graded schools, one high school, and six churches. The mayor of our town is nice.



Drawn by Helen, little daughter of Agent C. L. Turiss, Tower Hill, Illinois

I like my home town because of its nice shady streets in the summer time. They keep our streets clean. I like it because there are nice schools and churches to go to, and nice teachers, who try as hard as they can to make you learn.

The prettiest building in our town is the Community Discount & Mortgage Company's building. We have nice stores and nice clerks. My friends are all nice.

America got its name from Americus Vesputius, who came to America and went back to England and wrote a book about it; but Canal Dover got the first half of its name from the canal.

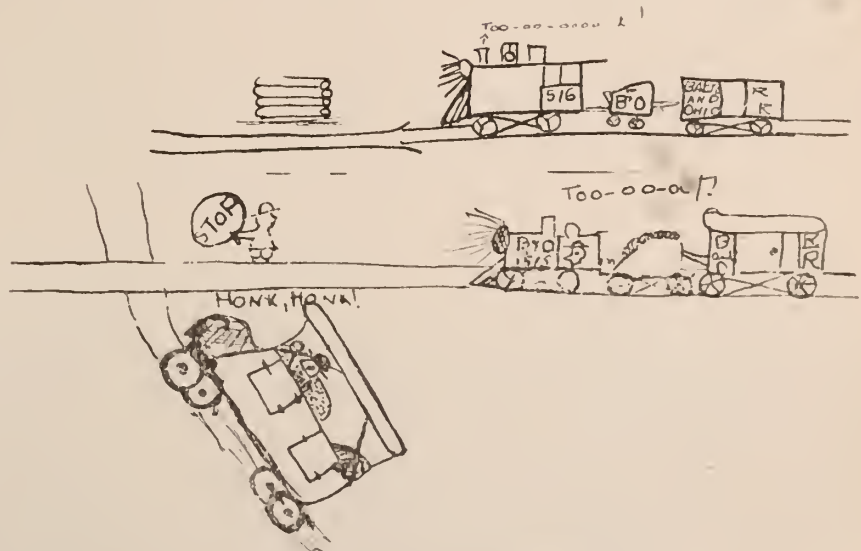
I like the town very well. I would rather live here than in a big city, and I would like to stay here for the rest of my life.

## Dear Girls and Boys:

Please send me some more poems. When you send poems and drawings, be sure that they are original. Your own are much better than copies.

—Lovingly,

Aunt Mary



## HOW TO AVERT ACCIDENTS

1. Bad tracks cause accidents. Keep your eyes open for bad tracks

2. Stop, look and listen! Don't say as this man says - "Step on her, Hank - you can make 'er"

Elizabeth Arndt, Foxburg, Pa.  
Emma Melaney, Foxburg, Pa.





## \*President Willard Tells Veterans at Convention of Grand Lodge about Some of Railroad's Problems

ON the afternoon of January 27 President Willard addressed the members of the annual convention of the Grand Lodge of Veterans in the Assembly Room of the Baltimore and Ohio Building.

He was first presented by the Grand President of the Veterans, George W. Sturmer, with a lifetime honorary membership card in the Veteran's Association, and then proceeded to the discussion of several subjects of great importance to the Baltimore and Ohio at this time, one of these being the present status of the valuation of the railroads.

### The Valuation of the Railroads

He said that ten or twelve years ago, at the instance of certain Senators, Congress decreed that a physical valuation of the railroad properties should be made under the direction of the Interstate Commerce Commission, the basis of the valuation to be what it would cost to reproduce the roads as they exist today.

This work has been carried on faithfully and at large expense to the government and the railroads since that time and as a result the Interstate Commerce Commission has placed a tentative valuation of \$18,900,000,000 on the Class 1 roads, an amount considerably greater than the total value of all the outstanding securities on the same railroads. In other words, by the valuation conducted by the government itself it has been proved that the actual physical value of the railroads today is greater than the total amount of securities which the railroads have outstanding.

\*In view of the large amount of material reported for the Veterans' Department of this issue of the MAGAZINE, it has been impossible to include the minutes of the Convention proper. It is understood that these will be reported by the delegates of the several chapters—Ed.

### What is the Baltimore and Ohio Worth?

Mr. Willard also said that several years ago a survey of the Baltimore and Ohio property was made by Mr. John F. Stevens, the eminent engineer who undertook the construction of the Panama Canal just previous to the time the construction was placed under the direction of General Goethals, U. S. Army, and that Mr. Stevens stated that he believed that the physical value of the Baltimore and Ohio property was from \$70,000,000 to \$90,000,000 more than the outstanding stocks and bonds issued by the Company.

Mr. Willard said further that the tentative valuation made by the Interstate Commerce Commission of \$18,900,000,000 was stated by the Commission to be a fair valuation for rate purposes and that the "fair return" authorized by the Transportation Act of 1920, under which the railroads are now operating, could be based upon this amount.

Mr. Willard pointed out, however, that now that the Interstate Commerce Commission's valuation of the railroads has been practically completed, there appears to be a movement in Congress from the same sources which brought about the initial decree of the Congress concerning the valuation, which would throw out all of this valuation work, remove it from consideration as a fair basis for the making of rates for railroads and establish a wholly arbitrary figure for the value of the railroads, which might not be more than half their actual worth.

Mr. Willard then pointed out what a calamity this would be to the industrial welfare of the nation; how that to keep up with industrial progress it is necessary that railroad facilities be constantly enlarged; that it has been claimed that during the last several years large sums of money have been lost because of inadequate railroad facilities and consequent difficulty

of moving crops to the market in needed quantities and at the seasonable time; and that these inadequate railroad facilities could only be explained by the fact that the returns which the railroads have received for the service they have given, have not been adequate, and finally that the earnings of the railroads have certainly not been the "fair return" of 5¾ per cent. on the \$18,900,000,000 the Interstate Commerce Commission has set as the tentative valuation for rate making purposes.

Mr. Willard pointed to the position of the Baltimore and Ohio, with approximately \$250,000,000 spent in the last ten years for the enlargement and improvement of equipment and facilities, and said that unless investors could be assured that moneys which they might put into our Railroad's securities to pay for a further enlargement of facilities, would bring them a reasonable return, they would decline to invest, and the enlargement of facilities would therefore have to stop.

He said specifically that he felt that a most important thing for the Baltimore and Ohio to do in order to enhance its credit and enable it to forge ahead in building and adding to its equipment, would be the payment of a dividend on its common stock this year so as to restore the confidence of the investor in our property.

He pointed out that each day the Baltimore and Ohio needs to earn about \$65,000 for the payment of interest on bonds and dividends on preferred stock, and that each day our payroll runs about \$325,000 and sometimes as high as \$400,000 a day; in other words that for every dollar we pay investors in the property we pay five dollars in wages.

Mr. Willard then mentioned the "Stop That Leak" campaign now being carried on on the Railroad, as one of the best ways of helping earn a sufficient amount of money this year to enable us to make our property so attractive from the investment standpoint that we can secure sufficient funds for needed improvements. And he urged that everybody get back of this campaign and do what he can to save for the Company.

He said that even as he was talking there was business being offered the Railroad which we could not accept because we did not have sufficient motive power to haul it, and he pointed out how much more prosperous the Road and all those connected with it would be if we had ample equipment to handle a larger business and hence give employment to more men.

He then referred to the substantial response made by the Veterans to the appeal that he made in 1920 for individual solicitation to secure traffic for the Road when business was so light. He said that the support given by the Veterans was of great value to the Railroad not alone



because it meant an increase in our gross revenues, but also because it interested hundreds of men in a vital Railroad problem, probably as they had never been interested before. And he said that he thought that if an understanding of all Railroad problems could be shown by our employes to the same extent that they showed their knowledge and keen interest in that particular problem, we would have comparatively smooth sailing.

Mr. Willard cautioned his hearers, however, not to feel that because of the present large movement on the Railroad, it was easy for us to get and hold business. He said that there was constant competition in service and that the service which we give depends absolutely upon the rank and file on the Road; upon the maintenance men to see that we have a good track, upon the mechanical forces to see that our motive power and cars are kept in good condition, and upon our enginemen and trainmen to see that our trains are operated smoothly and that the people who ride our trains are treated with the greatest courtesy.

#### Making Our Passenger Service Attractive

He told the Veterans that for years he had been endeavoring to make the Baltimore and Ohio noted above all other railroads for the smooth stopping and starting of passenger trains and that to this end we had purchased 165 Pacific type locomotives of ample power, and that even with such ample power he knew that the proper stopping and starting of a heavy train could only be done by an expert engineer who was constantly and carefully watching the handling of his engine. He said his own experience as an engineer had taught him this and he said that he, therefore, would feel extremely grateful to our engineers if they would put forth a special effort to this end.

Mr. Willard maintained that on the Baltimore and Ohio the three prime essentials in the handling of passenger trains are:

1. To go Safely
2. To go Comfortably
3. To go On Time

and that neither the first nor the second should be sacrificed in order to bring about the third. But he explained that our sche-

dules have been made so that properly handled trains can be run on time, barring accident or unusually bad weather conditions. He mentioned the fact that he had been urged to reduce the time of some of our trains, that it had been stated that this could be done safely, but that he felt that comfort was of more importance than speed and that if we could make a reputation for giving our passengers a comfortable ride, we would find our passenger business increasing materially.

He then told of an experience he had about twenty years ago in Paris, France. It was an evening on which he visited a theatre frequented by Americans, where one of the scenes in the play represented the interior of a railroad train which was being handled roughly by the engineer over what seemed to be a poor road. He said he was brought "back home" suddenly and unpleasantly when the French actor in the scene managed to make the Americans in the audience understand that he was supposed to be riding on the Baltimore and Ohio.

Such allusions to our Railroad, though common to the stage in the years gone by, had, Mr. Willard said with considerable satisfaction, entirely disappeared so far as he knew.

The President concluded by telling the delegates that he would like to have them go out on the Railroad and try to make all their associates feel that they are, to the same extent as he is, a part of the Baltimore and Ohio—that it is their Railroad. And he said that if this feeling could be made general all over our great System, he knew that our men would handle their jobs just as if they owned the Railroad and that it would result in great prosperity for the property and for all connected with it.

A unanimous rising vote of thanks was given the President for his interesting address and Grand President Sturmer then introduced Thomas B. Bond, who worked for the Baltimore and Ohio in the year 1852. A fifty year badge has been made for Mr. Bond and Mr. Willard pinned it on his coat. Mr. Bond responded with a most interesting talk. He is probably the oldest living employe of the Railroad and we hope to have a special story in the MAGAZINE on him at an early date, for he is a most interesting

man and has a remarkable recollection of those very early days on the Baltimore and Ohio.

### "Personal Efforts Win for Safety," Says Engineer Harry Howdon

ENGINEER HARRY HOWDON was a delegate from Cincinnati to the annual convention of the Grand Lodge of Veterans and while there he showed the boys the deep interest in safety for which he is noted on home soil.

"For a number of years," said Mr. Howdon, "I tried against great discouragement to make safety men out of the crew of my train. Especially did I have trouble in keeping them from standing on the pilot of the engine and from getting out from between tank and cars while making a coupling. They would see other crews do this and remind me that if others did it they did not see any reason why they should not.

"Finally the good sense of the Safety Rules covering these situations appealed to them and whether I was on duty or not I could be sure that my boys were safe. Now, playing safe on the engine has become second nature to them; although they see other crews violating these rules they continue to be safe men—and keep from getting hurt. My conductor, Dick Honer, Fireman Schwartz, or Brakeman Horbison will substantiate what I say."

#### Who Pays the Pensions of Retired Employes?

Although it has been stated on several occasions in the Magazine that the Baltimore and Ohio Railroad bears the entire expense of the pensions paid to retired employes, some employes still seem to be of the belief that this pension is paid out of the Relief Department funds; this is not the case, the Relief Department simply being the agent for paying the pension funds provided entirely out of the revenue of the Railroad.



Officers, Delegates and Visitors at Grand Lodge Convention, Baltimore, January 26-27



# Happy, Harmonious and Resultful Convention of Auxiliaries' Grand Lodge

ON January 26 at 10.00 a. m. the meeting of the Grand Lodge of the Ladies' Auxiliary was opened on the 12th floor of the Baltimore and Ohio Building at Baltimore. It was called to order by the grand president, Mrs. Frank M. Howard, of Newark, Ohio. Chaplain Mrs. Hodel led those assembled in repeating the Lord's Prayer and in the opening hymn, America. Mrs. Howard then explained that the gavel, to which had been attached the colors of the Auxiliary, had been presented to the Grand Lodge by the Veterans of the Toledo Division.

The roll call of officers by Grand Secretary Mrs. O. L. Wallburg, showed all officers to be present, as well as a delegate from each of the 17 divisions on which the Ladies' Auxiliary has been organized. The officers of the Grand Lodge present were as follows: Grand President Mrs. Howard. Grand Secretary Mrs. Wallburg, Grand Treasurer Mrs. McKee, Grand Chaplain Mrs. Hodel, Grand Marshall Mrs. Allgire, Grand Outer Guard Mrs. Hopper.

## Delegates Present

The delegates were as follows: Baltimore Division No. 1, Mrs. Charles W. Lewis; Martinsburg, W. Va. Chapter, Mrs. W. A. Burkhart; Fairmont, W. Va. Chapter, Mrs. Bartlett; Pittsburgh Chapter, Mrs. H. K. Daugherty; Newark Chapter, Mrs. Helfinger; Garrett, Indiana Chapter, Mrs. Heinlein; Lima, Ohio Chapter, Mrs. John Sweeney; Grafton, W. Va. Chapter, Mrs. Helms; McMechen, W. Va. Chapter, Mrs. John Coxon; Connellsville, Pa. Chapter, Mrs. W. A. Pearson; Washington, Indiana Chapter, Mrs. W. Ross; Parkersburg, W. Va. Chapter, Mrs. J. F. Ferrill; Willard, Ohio Chapter, Mrs. G. K. Bell; Youngstown, Ohio Chapter, Mrs. W. W. Smith; Brunswick, Md. Chapter, Mrs. Teresa Duble; Chillicothe, Ohio Chapter, Mrs. J. I. Botkin; Cincinnati, Ohio Chapter, Mrs. Fred Richter.

Mrs. Daugherty and Mrs. Bell, members of the Distribution Committee, distributed to all present the attractive badges, on each of which was a medallion photograph of Grand President Mrs. Howard.

The minutes of the meeting of last year were read by Secretary Mrs. Wallburg and approved.

A committee from the Grand Lodge of Veterans, including J. M. Garvey, Otto L. Wallburg and D. Moriarity, called upon the assembly to bring them greetings from the Veterans.

Mrs. Howard thanked the brothers for their message and extended a welcome to all the members from Newark and their families. She also mentioned the organization of the the Ladies' Auxiliary at Staten Island, which is expected to be completed by February 15.

## Address of Grand President

In her report Grand President Mrs. Howard, said, in part: "To my associate grand officers, delegates, members and visitors to this, the Second Annual Convention of the Grand Auxiliary to the Baltimore and Ohio Veterans, I extend greetings!

"I want sincerely to thank each and every one of you who have rallied to my support, and for these letters which I have received, in which were expressions of faith in my ability and love for the cause. Upon assuming these responsibilities I determined to put forth my best efforts to work only for the good of our sister and brother veterans and so to conduct the affairs of this grand body that it may be the source of information, inspiration and help to all local Auxiliaries, and to do all in my power to promote the growth of the order.

"While I have not accomplished all I had hoped for, I can at least look back upon a year of earnest endeavor and I trust that we will reap the benefits in the future. With the cooperation of every Auxiliary along the System, I know that good results will come.

"I wish to thank all who have helped me in any way. To our grand vice president and grand secretary I owe special thanks for their help and advice. They have never tired of doing their bit for this Auxiliary.

"It was through the efforts of the grand secretary that we were enabled to have a baby auxiliary in Cincinnati, which was instituted on January 9, this year, when six members from the Newark chapter and two from Lima went to Cincinnati and there were met by the members of the new auxiliary.

"I must not forget to mention the new auxiliary right here in Baltimore, which was a division of the old auxiliary from May until their first meeting for the year. After their vacation during the summer months, the old auxiliary did not see fit to come in under the Grand Body. I allowed the charter on October 18, 1922, as I had made it a point to attend their second meeting for the purpose of hearing their minutes read, and to learn of their final decision.

"Therefore, I called a meeting of the ladies of the auxiliary at the Condon Hotel, that is, of all of those who wished to become affiliated with the Grand Body. I am happy to announce that on the charter for that evening there were a goodly number of women.

"Laying this all aside, however, we wish well to all the ladies of the Social Auxiliary, and we greet and gladly receive into this Grand Body the auxiliary that has just come into our ranks. We hope

that they may grow in numbers and succeed in all their undertakings.

"In closing, I want to express the hope that every grand officer and delegate here assembled will use her best judgment in all deliberations, and that you, by your legislation, will prove that you have come here to do that which is best for all. May this convention be one long to be remembered as a splendid and most harmonious one. Again thanking you for your support and loyalty, I herewith submit the following recommendations:

1. That each member live up to the by-laws, and that all remove their hats and wraps when in business session.

2. That every member shall rise when addressing the Chair, and in making motions, or speaking, say "Sister President," etc.

3. That all supplies be ordered through the Grand Secretary, who will keep them on hand.

4. That the cost of the charters be \$10.00.

5. That the local Auxiliary pay the expense of its delegate to the Convention.

6. That as the per capita tax be received, all outstanding bills be paid.

7. That all sessions of the Grand Conventions be opened promptly at 10.00 a. m. and at 1.30 p. m.

8. That only those who are present at the institution of the Auxiliary have their names placed upon the Charter.

9. That we try not to be personal in our remarks.

"This, my work with the Local Auxiliaries, has been heavy during the past year: it has kept me busy, but it has made me happy, for it has been a pleasure to be of help to some of our Veterans. And if, at any time, I have made a life brighter or have cast a ray of sunshine into some darkened corner, I am content. May our auxiliary work be accomplished in Friendship, Sociability and Harmony. May peace and happiness reign supreme.

"I assure you that it is a pleasure to know each one of you personally."

This concluded the report of the grand president.

The report of Grand Secretary Mrs. O. L. Wallburg, showing a balance in bank of \$62.31, agreed with the report of the grand treasurer.

The report of the Credential Committee showed all of 17 divisions represented with one delegate each.

President Mrs. Howard introduced "Aunt Mary," of the MAGAZINE. Aunt Mary said: "I want to thank the various correspondents of the auxiliaries for their splendid support during the past year. They have kept the pages of the MAGAZINE well filled with the doings of both the auxiliaries and of the veterans' associations. There are some of the press agents who are doing particularly good work and I should like to mention those from Fairmont, Pittsburgh, Lima, Newark and Baltimore.



"There is one other thing that I wish particularly to call to your attention: The MAGAZINE this year is offering four handsome prizes, a wrist watch and three lovely bar pins, to the four women who send in the most helpful contributions before November 1, next. A number of you are present today who helped me out in the Dinner Pail Contest which we held a year ago, and I am sure that you can get into this contest also.

"Someone has asked me if the articles must be on railroad subjects. Not necessarily—anything that may be of interest to women in general will be acceptable. Household hints, recipes, tales of your home, short stories, poems, drawings, anecdotes, almost anything that you can think of; your hubbies; whatever interests you in any way will be of interest to us all, and if the Ladies' Auxiliary should be fortunate enough to capture all four prizes, we shall be glad to award them. I wish you success.

"I hope that you will continue to send in the news of your chapters and that I shall hear from each one of you in this our new contest. Thank you."

Mrs. Howard introduced Mrs. Sturmer, wife of Grand President Sturmer, of the Veterans' Association, who expressed her happiness at meeting all of the members. Mrs. Sturmer has been very ill and she was welcomed back by her old friends of the auxiliary.

**Report of Executive Committee**

Mrs. J. M. Garvey, as chairman of the Executive Committee, made the report of that Committee. A recommendation was made by that committee that the charter be left open for 30 days; another that the Grand Body sustain the Grand President in her action with respect to the Baltimore Auxiliary.

Mrs. Wallburg moved that each member of the executive board be considered a delegate and that she have a voice in the Convention. Seconded and carried.

After this, each of the nine recommendations of the grand president, as noted above, was passed.

During this period the following explanations was made:

Mrs. Fleming, of Fairmont, told of having printing done by local printer, as she had been advised to do. Mrs. Howard advised that whatever work is now out may be completed, but that in the future, all supplies will be referred to the Grand Secretary.

Mrs. Howard asked that all the auxiliaries be named; that these names, the dates of institution, and names of first charter officers appear on the charters.

Mrs. Hodel, from Grafton, asked if two Auxiliaries might have the same name. Mrs. Howard advised that it is not desired that two Auxiliaries have the same name.

After the recommendations had been passed, Mrs. Lewis, president of the Charles W. Galloway Auxiliary and hostess for the convention, announced that a train would be ready at Camden Station at 2.00 p. m. to take all those who wished to make an inspection of the Sugar Refinery; also that at 6.30 there would be a dinner for all delegates, members and visitors who were present at the convention, at the Southern Hotel. She reminded them that the dinner would be informal.

A motion was entertained to adjourn for the lunch hour. At this juncture, Grand President Sturmer, Veterans' Association, stopped in. He announced that between 9.00 and 10.00 a. m. on Saturday morning he wanted the members of the Grand Lodge of the Auxiliary to be present on the roof of the building to be photographed.

Mrs. Howard responded: "We are going to help our Brothers in every way. Please convey this message to them and ask them to see that the wives of those members who do not already belong to our Auxiliaries sign these membership cards and turn them in."

**Guests of Vice President Galloway at Banquet**

The inspection trip to the Sugar Refinery, through the courtesy of the Management, was thoroughly enjoyed, as was also the splendid banquet at the Southern Hotel in the evening, which was provided through the generosity of Vice President Galloway.

**Saturday Morning**

After being greeted by President Willard in the Board Room and hearing his talk, the convention folk went to the roof of the Building, where Chief Photographer G. B. Luckey made a photograph of the group. They then returned to the Convention Room on the 12th floor to resume business where they had left off on the preceding day. The remainder of the business transacted is summed up as follows:

1. By request of the Veterans, the Auxiliary considered the question of the right of the woman of 20 years of service to become members of the Ladies' Auxiliary. The following recommendation was made a motion, seconded, carried, and sent to the meeting of the Veterans:

"It is recommended that we add an amendment to Section No. 1, Article 2, to read as follows: The members of this Auxiliary shall be composed of the wives and widows of the white employes of the Baltimore and Ohio Railroad who are members of the Veteran Employes' Association, and the white, female employes of the Baltimore and Ohio who have been in the employ of the Baltimore and Ohio for 20 years or more."

2. It was moved that the decision as to whether the widows of pensioned employes should be required to pay dues or not be left to the individual Auxiliary. Seconded and carried.

3. A rising vote of thanks was tendered those who had made possible the trip to the sugar refinery on the afternoon of the 26th.

4. A rising vote of thanks was tendered Vice President Galloway and Sister Lewis of the Baltimore Auxiliary for the splendid banquet at the Southern Hotel on the evening of January 26, at which Mrs. Donald R. Hooker was the chief speaker.

**Saturday Afternoon**

1. Roll Call.
2. Announcement that the Veterans' Association had recognized the Charles W. Galloway Auxiliary No. 1.
3. Statements from Various Auxiliaries, as follows:



Officers, Delegates and Visitors Attending the Grand Lodge Meeting of the Ladies' Auxiliary. Seventh from the right third row back, is Mrs. Frank M. Howard, Grand President, who was re-elected this year



### Reports from Auxiliaries

Baltimore, Md. Charles W. Galloway Auxiliary No. 1, Mrs. Charles Lewis, president. Organized on October 18, 1922. One hundred members. Plans for prominent speaker at each meeting. Invitation to visitors.

Martinsburg, W. Va. Auxiliary. Mrs. W. A. Burkhart. Meetings held second Thursday night of each month. Invitation to visitors. Fine cooperation of Veterans. News of the recent banquet.

Fairmont, W. Va., J. M. Scott Auxiliary. Mrs. Bartlett. Good work being accomplished.

Pittsburgh, Pa., Auxiliary. Mrs. H. K. Daugherty. Interesting meetings, drills and entertainments.

Newark, Ohio, Auxiliary. Mrs. Helfinger. Membership over 400. Veterans watch for eligibles and women follow on their heels. Separate and joint meetings. Annual banquet on March 8, to which all are invited.

Garrett, Indiana, Auxiliary. Mrs. Heintz. Meetings held on first Wednesday of month, 60 members last year. Plans for increased membership this year. Social evenings. Raised \$300 last year to beautify public library grounds in name of Veterans.

Lima, Ohio, Pat Leahy Auxiliary. Mrs. Sweeney. Progress of work during year. Business and social meetings. Good times, enjoyed by men, as well as women. Strive particularly to please and delight the old pensioners.

Grafton, W. Va., Auxiliary. Mrs. Helm. Formerly named Charles W. Galloway Auxiliary, but to be re-named because of duplicate in Baltimore Auxiliary. Jazz band entertains at every meeting. Refreshments served. All have fine time.

Wheeling, W. Va., Auxiliary. Mrs. Coxon and Mrs. Gandy. Attendance not so good. Standard funeral design for all members who die.

Connellsville, Pa., Auxiliary. Mrs. Pearson. "Every Member Bring a Member" Campaign. All sick members visited and sent flowers. At present has 130 good members.

Washington, Indiana, Auxiliary. Mrs. Ross. Plans for future.

Parkersburg, W. Va., Auxiliary. Mrs. Ferrill. Named for oldest veteran in Parkersburg. Joint meetings with Veterans.

Willard, Ohio, Mrs. Frank M. Howard Auxiliary. Mrs. Bell. Named for grand president of Ladies' Auxiliary. Good, interesting meetings.

Youngstown, Ohio, Auxiliary. Mrs. Smith. No name as yet. Looking forward to prosperous year.

Brunswick, Maryland, Auxiliary. Mrs. Doble. Meets first Friday in month. Membership insurance, payable immediately after death.

Chilliothe, Ohio, and Seymour, Indiana, no report.

Cincinnati, Ohio, Auxiliary. Mrs. Richter. Instituted on January 9, this

year. Veterans donated \$50.00 toward its beginning.

4. Adoption of standard floral emblem: Green wreath, yellow lettering, with V. in yellow.

5. Election of officers. All officers elected with one exception: Mrs. McKee elected to serve as grand treasurer, vice Mrs. Bowers.

6. Courtesy Committee instructed grand secretary to prepare letters of thanks to go to those who had entertained Grand Body in Baltimore.

7. Decision made that grand secretary receive a definite salary for her services. This salary set at \$50.00 per year.

8. Mrs. Howard announced the entertainment at Moose Hall to take place in the evening. Mrs. Lewis invited all present to tea at her home on Sunday afternoon from 3 o'clock 'til 5.

9. Penny Flower March illustrated and proceeds (\$3.00) turned over to Baltimore Auxiliary.

### Closing Entertainment Meeting Addressed by Vice President Galloway

Vice President Galloway gave a splendid address at a joint meeting of the Veterans and their wives at Moose Hall on Saturday evening. His talk was particularly interesting and instructive, for he made clear many points concerning the finances of the Railroad. Grand President Sturmer of the Veterans, and President Mrs. Charles Lewis, of the Baltimore Auxiliary, also spoke.

On Sunday afternoon Mrs. Charles Lewis entertained at tea the members of the Auxiliary who had remained in Baltimore for the week end and for members of the Baltimore Auxiliary.

### News from the Martinsburg Auxiliary

By Mrs. C. Virginia Taylor

Press Correspondent

YOU have already read, perhaps, of the fine time we had at our annual banquet on January 20. We were mighty pleased to have as our visitors the

splendid group of our officers, including President Willard, as our guests. The members of the Charles W. Galloway Auxiliary, from Baltimore, also came and we had a jolly good time.

We do not feel that we are too late in wishing to each and every Veteran a Happy New Year. May 1923 bring to them and to all the members of the Ladies' Auxiliary also, prosperity and good health. May we gain in membership and be loyal workers, willing to do the tasks to which we may be assigned. There's a little poem that I think will help us all. It has appeared in our MAGAZINE before but is well worth reprinting, and appears on page 31.

### Our Oldest Veteran

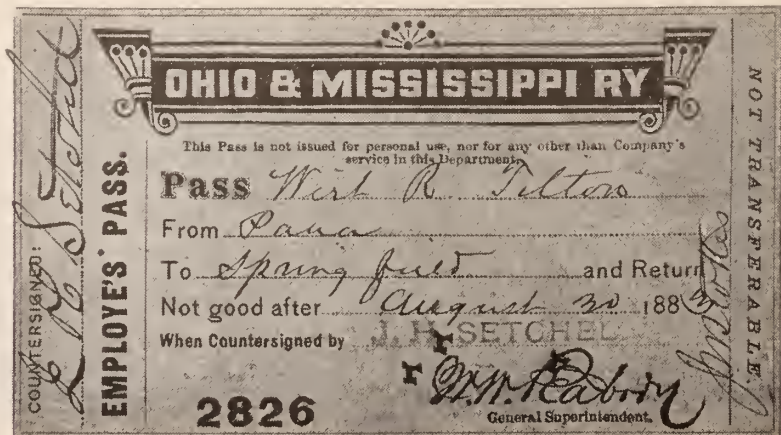
Howard Keedy has been indisposed this winter. His wife is our corresponding secretary and a wonderful worker in our chapter.

Mrs. Charles Lowry, widow of one of our late brothers, and Mrs. Nannie Burner, widow of our deceased comrade, Engineer Burner, have returned from a delightful visit to the South. We only regret that more of us could not have been with them, for, although we are not sure that they needed chaperons, they tell us that they had a wonderful time.

### Engineer Tilton Has Some Old Railroad Relics

ENGINEER W. R. TILTON, St. Louis Division, recently turned over to H. E. Smith, MAGAZINE correspondent at Flora, Ill., a number of old passes, one of which is reproduced herewith. There also was a receipt for an old switch key, dated 1883. Mr. Tilton still has the switch key, which is in good condition.

Mr. Tilton entered the service of the Baltimore and Ohio on February 10, 1880. Two years later he was promoted to yard engineer, Springfield—then the section formerly known as the old Ohio and Mississippi. From that time on he was in continuous service until two years ago, when he retired from active service.



The original of this old pass is owned by Engineer W. R. Tilton, St. Louis Division



## "Running a Railroad is Like Running a Home," Says President Willard in Address before the Grand Lodge of the Ladies' Auxiliary

ON January 27 the morning session of the Grand Lodge, Ladies Auxiliary, opened in the Board Room on the third floor of the Baltimore and Ohio Building, where President Willard made an interesting and helpful address. Mr. Willard said in part:

"I asked Mr. Sturmer to invite you here this morning so that you could see the place where the stockholders have their meetings and where some of the business of the Railroad is handled. I am delighted to see you all here.

### Ladies' Auxiliary Can Be of Great Help to the Road

"I believe that the Ladies' Auxiliary of the Veterans' Association of the Baltimore and Ohio can do great work towards making our Railroad successful. At present we are not paying a dividend on our common stock, and because of this, the credit of the Railroad isn't as good as it ought to be.

"The running of a railroad is not a particle different from running a home. In your homes you have to have money before you can spend it; it is the same way with the railroad. Railroads are mortgaged in the same manner as it becomes necessary to mortgage homes. Since I have been here we have borrowed over \$200,000,000 and used it on the railroad and railroad equipment. Twelve years ago we employed 40,000 men; since then the number has run up as high as 80,000; today it is 68,000. Whether these men work steadily or not depends upon our resources. We must pay the interest on our mortgage.

"We have had to close some shops. As the end of the year approached we had to close our accounts, just as you would do, if at the end of the year you owed some large debt or the interest on your mortgage. If you found that you were unable to meet these debts it would be necessary for you to take drastic steps, just as we have had to do. I remember when as a little boy it became necessary for us at our home to give up a certain luxury—however, I certainly hope that you have not had to give up this luxury—for we had to do without pie, to reduce expenses.

"In line with the railroad's expenses, I think of the strike, and I mention it not because I have any bitterness about it, but because I want you to know the facts. I hold no bitterness toward the men who didn't want to work. It was just our problem to keep the Railroad going in spite of the strike. We had bills to pay for work, as you have necessary expenses in your

homes. Men cannot hurt the railroad without hurting themselves, and the railroad cannot hurt its men without hurting itself. One thing, however, I do want you to know: There was no time from the first day of the strike that the Baltimore and Ohio was not willing to settle with its men on the same terms on which the matter was finally settled. I hope that in the future we shall not have troubles of this kind, and that we shall be able to settle our own troubles.

"We have no ill feelings toward the unions or towards any other organizations any more than we care to what church you belong. We only want you to understand these things and to work with us toward the success of the Railroad. Miss Stevens and Mr. Van Sant are trying to tell you all about the Railroad and its policies through the columns of the MAGAZINE so that you may understand our great interest in all employes and return that interest to the Railroad, thus promoting its success. I want you to help them, for I want to make the MAGAZINE valuable to all of us. We want the officers to explain matters from time to time and to give therein suggestions for ways in which our Railroad men and women can help, for the officers of this Company have come up from the ranks that your husbands and other men of your families occupy today.

### A Prosperous Railroad Means Prosperous Railroad Men and Women

"The greater the success of the Railroad, the more men we can hire, the better the service we can give, and the better the railroad we shall have. There is nothing whatever in the propaganda that when the Railroad gets prosperous it lays off its men. The Railroad never lays men off when it is prosperous; the signs of greatest prosperity are shown when everybody is working.

"Last year we asked you to help us get business. You did it. Today we have more business than we can handle. Our job now is to try to please our patrons and to show that the Baltimore and Ohio is a good public servant, and that its officers and men are honest, competent men. I hope that the railroad men of your family feel this thoroughly; if they do not feel this, we'd rather have them seek work elsewhere.

"The Baltimore and Ohio is good or bad, largely through what you and the railroad men of your family make it and say of it. The life of a railroader is not an easy one, and the life of an officer is not an easy one.

We hardly get time to go home at all. My wife often tells me that I am not at home as much now as when I was an engineer. This week I must be away from home; next week I must take another trip, and goodness only knows where I'll have to be the week after.

"When you come to Baltimore I want you to feel that this building is your home. Use it as you wish; use this room whenever you wish. We are glad to welcome you at all times."

\* \* \* \*

Mrs. Frank M. Howard, grand president of the Ladies' Auxiliary, thanked Mr. Willard for his splendid talk and promised him the cooperation and help of the Ladies' Auxiliary. At a motion from her, the members, delegates, and visitors all arose to give the president a vote of thanks for taking his time to speak to them, but he held up his hand.

"No," he told them, "I do not want you to do that. I would rather go around and shake hands with everyone of you." And he did. Each one told him her name and the town she represented, and there was many a hearty laugh and handshake before the president had made his way around the room.

"I've lived with my husband for 40 years, and during all that time he's been with the Baltimore and Ohio," one good sister told Mr. Willard.

"At that, I suppose that the Railroad has had him more often than you?" asked Mr. Willard.

"It has," she agreed.

"I'm from Willard, Ohio," declared another good sister.

"Ah," said the president, "then at least we have something in common. By the way, did you read that story about Willard, Ohio, in the MAGAZINE? I received a letter from a gentleman who said that the train had bumped him around so hard at that town that he wished to know if the engineer had made a mistake in thinking that the town had been named for Jess Willard instead of for me."

### Just Be the Best

If you can't be a pine on the top of the hill,  
Be a scrub in the valley—but be  
The best little scrub at the side of the rill;  
Be a bush if you can't be a tree.  
If you can't be a bush, be a bit of the grass,  
Some highway to happier make;  
If you can't be a muskie, then just be a bass  
But the liveliest bass in the lake!

We can't all be captains, we've got to be crew,  
There's something for all of us here;  
There's big work to do and there's lesser to do,  
And the task we must do is the near.  
If you can't be a highway, then just be a trail;  
If you can't be a sun, be a star.  
It isn't by size that you win or you fail  
Be the best of whatever you are.

—Author Unknown



# Seen and Heard through the Smoke and the Chatter at Martinsburg Chapter's Annual Meeting on January 20

By Aunt Mary

ALL the parsons in town were evidently on the job, Father McKeefrey being the only minister who was unable to be present. His absence was conspicuous, too, for he has always graced the table on similar occasions in the past. There were Rev. A. J. Seerist, and Rev. H. E. Richardson, of the United Brethern Church; Rev. W. T. Hall, of the Baptist Church; Rev. John R. Jacobs, of the M. E. South; and Rev. F. R. Wagner, of the Lutheran Church. Surely it was a "goodly" gathering.

"Say, 'Bill,' gimme a light," and cigar end was put to cigar end while the Old Timers smoked away on the fine smokes that were provided.

Brother Burkhart was secretly sorry that there was no music particularly adapted to "cutting the pigeon wing."

"Charlie" Auld went around telling yarns about all of the Vets. He talked so fast he didn't give anybody time to tell any tales about him.

"Little Eva" Sturmer has acquired a new nickname—"Steam Roller." We don't know so much about the roller, but we can vouch for the steam.

"Amen! Yes, Brother," but that quartette from the United Brethern Church knows just how!

"General Manager Scheer has a heart as big as the Baltimore and Ohio Building," said Mr. Fauver. Yet he somehow finds room for his lungs for he knows how to speak—his short talk at the meeting proved that.

## Brother Fauver's Address of Welcome

"We like new friends but love the old,  
Those are like silver; these are gold;  
New made friendships, like new made wine,  
Age will mellow and refine.  
But friendships that have stood the test  
Of years and trials are surely best,  
So come and greet us, year by year—  
A welcome always waits you here."

—Selected

## Among Those Present

E. R. Sponseller, former bridge inspector, but now disabled, is night watchman at Martinsburg Shops. He told the "boys" that there are many years of work ahead of him yet. Nearby sat James Hartley, M. H. Harman, C. P. Martin and "Starch" Airhart. Mr. Hartley, who is 83 years old, was 45 years in service as conductor; Mr. Harman, also a conductor, was in service for 31 years; C. P. Martin, engineer, Washington to Cumberland, has had 36 years of it and is still going strong. "Starch" Airhart, whose right name is William, is

mighty popular with his fellows, for his 82 years hang lightly over him. Mr. Airhart was a conductor for 48 years, and he it is who claims that interlocking is no new invention. "Why," says "Starch," "they had it on the Chesapeake and Ohio Canal when I was a boy in kilts and lived around Williamsport."

Among the other "Old Geezers," as they called themselves, were the following: J. T. Rockwell, retired freight conductor, 38 years service; C. R. Gerbig, shopman for 34 years; E. T. Fortney, retired engineer, 30 years; and Robert Clark, water pumper, who is still pumping and who is likely to pump for many years to come.

"Here's another old one, Aunt Mary," sang out "Mike" Sharon, "allow me to introduce A. J. Criswell, who served as brakeman for 32 years."

"Yes," broke in "Charlie" Auld, "he's the guy who ran into a locomotive head-light and stopped to ask if it was lit."

"Ah, keep out of this; this is my party!" declared "Mike" as "Charlie" started to tell us another yarn. In spite of his protests, however, we learned that Mr. Sharon is mayor of Paw Paw, W. Va., sheriff of the town, and revenue officer for that section of the country, besides being the champion turkey shooter of the neighborhood. We also learned incidentally that this revenue officer confiscates all the corn "licker" for miles around, then brings in his friends for a party. Mr. Sharon, by the way, is correspondent for the MAGAZINE. We now realize why his notes are so full of pep.

Following Mr. Sharon were his two special friends, the Hardy Boys, A. C. and T. R. A. C. is operator at Okonoko, and a good operator at that. He's been 23 years in the business of operating, but for reasons unknown, he's no operator on a gun when he tries to kill wild turkeys—he never succeeds. His brother, T. R., is a Cumberland Division conductor, and although he is able to handle a gun rather well, he has no use for such an animal, for he is well acquainted with all the hen roosts along the line. He has been in the service of the Railroad for 34 years and is still going as though wild cats were chasing him.

Thirty-two years of service and setting himself for 70 more, E. W. Rhodes, conductor, declared that he's going to "fix things" for a certain Veteran brother who "locked arms" with Mrs. Rhodes as the two walked down the street a few days ago. Brother, beware!

Among the young men who have been retired from service was L. M. Van Horn, who served as conductor for 45 years. The

boys can't understand why a man of Mr. Van Horn's age should retire. He's just past his 16th birthday, they say.

The "Life of the Party" was Ray Russler, the silver tongued orator of the Martinsburg Veterans, for nothing stirs the blood in his veins like a good argument. No subject is ever brought up but that Ray wears it threadbare. His service record of 29 years means nothing in his young life.

The greatest great grandfather of them all is J. H. Peer, who served for 48 years as passenger engineer. He entered the service of the Baltimore and Ohio on April 1, 1868. Mr. Peer has eight grandchildren and eight great grandchildren.

J. W. Gantt, retired carpenter, has a service record of 30 years.

## Then the Ladies Came In

As soon as the members of the Veterans' Association, the officers and other visitors were fairly inside the hall and had gotten their bearings, there sallied forth from the direction of the kitchen an army of fancy aprons, decorating a happy, most attractive group of Veterans' wives. And these owners brought to the hungry folk great plates, loaded down with goodies, guaranteed to fill the empty "tummies."

There were puffy rolls, filled with chicken salad, there were olives, ham sandwiches and fruit salad. Then came coffee and ice cream, at the end of which many a good brother heaved a sigh of relief. And the folks from Baltimore were happy, too, for a number had forgone the pleasure of a meal in the diner in order to "save up" for this. Needless to say, everything was delicious.

Pausing in the midst of playing the roles of waitresses, there came to the front a group of these "girls" to meet President Willard. And the president was glad to meet them. They were: Mrs. Burkhart, Mrs. Auld, "Mother" Keedy, Mrs. Copenhaver and several others who toiled ceaselessly to make the supper a success. The "girls" wanted to know what "Mother" Keedy whispered in the president's ear, but it must have been a secret, for they didn't find out. The president, however, soon found out how popular he is with them all when the Ladies' Auxiliary presented him with a handsome basket of red and white carnations.

Coming from Baltimore, and headed by their president, Mrs. Charles W. Lewis, the officers and some of the members of the Charles W. Galloway chapter of the Ladies' Auxiliary took their seats at the left of the hall, where they were greeted by the sisters from Martinsburg. The Baltimore girls, by the way, had had a special treat in the form of a delightful ride all the way to Martinsburg on the "Special."

Mrs. Lewis made an interesting address, in which she told of the doings of her Auxiliary, and of the principles of better legislation for women which this chapter



upholds. She closed by extending an invitation to the women of the Martinsburg Auxiliary to attend the convention in Baltimore.

How many of the Veterans and their wives saw the picture of Engineer Fauver and his Hamilton watch in the advertisement in the January issue of the MAGAZINE? Everybody, we guess; but we are sure that there was one—Mrs. Fauver herself. The “girls” said that Mrs. Fauver didn’t realize what a handsome husband she possesses until she noticed so many of the Auxiliary sisters gazing on his picture. We wonder what will happen when Mr. F. sees his wife’s picture in the MAGAZINE. Goodness! He’ll be as bad as Brother Rhodes.

And how delightfully we were entertained by a reading from Mrs. Merle Cox! Mrs. Cox’s daddy was a Baltimore and Ohio man; her husband is too, for that matter. And if you want to find a good Baltimore and Ohio booster, see Mrs. Cox!

**Among the Old Timers**

On the front row sat a line of “Old Timers,” chatting together of the bygone days, and prefacing every other remark with “Say, don’t you remember the time . . . . .”—then would follow a yarn or some joke at the expense of one of these grayheads. There were six in the row, the total of whose service records amounted to 259 years, but strange to say, among all of these there was but one bald head. The distinguished possessor? W. L. Jones, chief watch inspector, Cumberland Division, who served the Baltimore and Ohio as conductor for 33 years.

Next to him sat J. H. Copenhaver, who boasts of 42 years of service and declares that he is going for 65 years more.

Then came one Charlie West, 72 years old, with a 42-year service record. For eleven years Mr. West fired an engine for his own father, who was an engineer. “You can’t beat that much,” declared Charlie, and we can’t, for a fact.



Floyd Jones, newly elected president of Chicago Division Veterans

Youthfulness, despite his hiding behind a white beard, marked the appearance of Horace Tabb, now retired after 54 years of service. If you can stop a minute this old-timer will tell you of how “Tom” Sharp “swiped” the engines and carried them off down the Winchester pike during the Civil War.

Samuel Kight, retired conductor, said little but kept his ears open for all these yarns and winked an eye whenever he doubted their veracity.

At the end of the row sat a guest of the “Old Timers,” and he is one himself, for he has served faithfully in the service of the Pennsylvania Railroad, Cumberland Valley Division, for 40 years. He is S. A. Bowers.

Fifty-one years of service and still going is the record of W. G. Edwards, storekeeper, Martinsburg. He it was who stood by the side of Horace Tabb when the two received the 50-year service badges which were presented by President Willard.

Near him sat J. W. Barker, retired supervisor, Maintenance of Way Department, who now is more than 75 years old and who has served the Railroad faithfully for 46 years.

William Kimmmerling was another guest. William for many years was with the Baltimore and Ohio, but now holds a position with the Norfolk and Western. J. W. Hipsley, who entered the service in 1870 and advanced to the position of conductor, was there too.

**Banquet Committee**

The ladies on the banquet committee were: Mrs. Charles E. Auld, chairman; and the Mesdames W. A. Burkhart, J. W. Small, L. M. Van Horn, J. W. Copenhaver, Rhodes, Friskey, Maron, J. W. Winham, Harvey Benhiser, Grosinger, Anna Burkhart, Williams, Margaret Zeiler and Kepingler.

**Chicago Division Veterans Elect Officers**

By F. N. Shultz, Division Operator

THE annual meeting of the Chicago Division Veterans’ Association was held at Garrett, Ind., Saturday, Jan. 20, and was attended by a large number of Veterans from all points on the Chicago Division and C. T. from the Chicago territory.

At 2.30 p. m. the meeting was called to order at the City Hall by the retiring president, L. B. Hart. After a number of impromptu speeches by various members, the election of Officers for the ensuing year resulted as follows:—Floyd Jones, President; R. A. McKinley, Vice President; E. E. Smith, Secretary (Reelected); W. A. Clefford, Treasurer (Reelected); A. C. Pell, Sergeant-at-Arms and Delegate; J. M. Trimble, Alternate.

At 6.00 p. m. a delightful banquet for 200 was served by the ladies of the Reform-



R. A. McKinley, Vice President Veterans’ Association, Chicago Division

ed-Presbyterian church in the church parlors, the tables being decorated with cut roses and carnations. President Jones acted as toastmaster, introducing the speakers. Mrs. John M. Garvey made some appropriate remarks, which were enthusiastically received. Mr. Hooper, superintendent of the Chicago Division, followed with a pleasing address, dwelling upon the enormous amount of business the Division is now enjoying and the loyalty and support of the employes, making for successful and economical operation. He gave the Veterans no small praise for their part in the prosperity we are now enjoying.

At 8.00 p. m. the Veterans again met at the City Hall to finish their business, adjourning at 9.30 p. m., all feeling that they had spent a delightful and profitable day.

**William Ferguson Honored with Fifty-Year Button**

By Mrs. Harry Fleming

Fairmont, W. Va.

FOREMAN William Ferguson, Section No. 16, Glebe Easton, W. Va., whose picture appeared in the November issue of the MAGAZINE, was decorated with a fifty-year service button at the December meeting of the Fairmont Veterans. H. G. Fletcher made the presentation, and Foreman Ferguson was as happy as a youngster. His friends called on him for a speech, but William declined, saying that he was too full for utterance.

The meeting opened with an appetizing dinner for the Veterans and their wives which was followed by a fine entertainment. All joined in singing “America,” the opening hymn of the Veterans. This was followed by a violin solo by Miss Davis. Frank Jordan, one of the most popular singers of the city, sang a solo. The Misses

(Continued on page 35)



## Winter Concert of Baltimore and Ohio Glee Club Most Successful in Its History

ON the night of January 30 in the beautiful Club House of the Maryland Casualty Company in the suburbs of Baltimore the Baltimore and Ohio Glee Club gave the winter concert of the ninth year of its existence, and the nine hundred odd persons who attended, many of whom had heard previous concerts of the Club, were unanimous in saying that this was, musically speaking, the finest performance the Club has ever given.

Last year the Club decided that it would discontinue in so far as possible the sale of tickets and it succeeded in enlisting the interest of seventy officers and employes of the Road as associate members at a cost of \$5.00 per membership. This membership increased this year to about one hundred and twenty and has given the Club a fine financial nucleus for its heavy expenses for music, printing, etc. In return for his subscription each associate member is entitled to six tickets to be divided as he or she desires between the two concerts the Club is now giving each year. For in this respect also this year marks a departure in the Club's program, it being the first in which two concerts have been attempted.

The program on the night of January 30 was as follows:

Organ Selections     Dr. C. Herbert Knight  
A Vagabond Song     Daniel Protheroe

My Love Is Like a     Daniel Protheroe  
Red, Red Rose     Baltimore and Ohio Glee Club  
Jewel Song from "Faust"     Gounod

Margaret C. Rabold  
A Moorish Serenade     Daniel Protheroe  
The Pilot     Daniel Protheroe  
De Sandman     Daniel Protheroe  
Baltimore and Ohio Glee Club

E. Major Polonaise     Liszt  
Mr. Sylvan Levin

Invictus     Daniel Protheroe  
Shadow March     Daniel Protheroe  
Baltimore and Ohio Glee Club

Birthday     Woodman  
Song of the Robin Woman     Cadman  
Radiant Night     Grieg

Margaret C. Rabold  
Love's Old Sweet Song     Daniel Protheroe  
Drontheim     Daniel Protheroe  
Baltimore and Ohio Glee Club

The Club was extremely fortunate in having as assisting artists Mrs. Margaret Rabold, soprano, and its own accompanist, Mr. Levin, as pianist. They delighted the large audience.

Please note that the composer of all the numbers which the Club sang is Daniel Protheroe. Mr. Protheroe is a resident of Chicago, whose accomplishments in men's choral work, both as composer and conductor, are notable. Last year the Club sang one of his numbers, his beautiful "The Night

### New Members for Glee Club

On the night of February 19 the Baltimore and Ohio Glee Club will begin rehearsals with new music for its spring concert, rehearsals being held every Monday night thereafter until further notice, in the Assembly Room, Fifth Floor, Baltimore and Ohio Building, Baltimore. All male employes of the Baltimore and Ohio in Baltimore who like to sing and who can devote Monday nights to rehearsals, are cordially invited to join. Just come up some Monday night in February, meet the members of the Club and our director and accompanist, and see what a good time is enjoyed on these evenings.

of a Star" and was fortunate in having him conduct it at the concert given for the summer students of the University of Delaware during the summer. This led to a pleasant friendship between Mr. Protheroe and the Club and a determination to sing a program of his numbers during the 1922-1923 season. That no mistake was made was evidenced not alone from the splendid variety and vitality of the entire program and the real musicianship shown in all the numbers, but also from the fact that although the music was the most difficult by far that the Club has ever attempted, the performance was the most finished because the beauty of the music inspired the singers to an accomplishment which seemed almost beyond their ability.



The English Lady Soccer Team which played many games with various of our colleges in the east last year, made two round trips between New York and Washington on the Baltimore and Ohio and on leaving our representative said that they would carry back to England a very pleasant impression of our Railroad and its service. In the above picture from left to right, front row, are: F. Haslam, M. Walker, D. Clayton, J. Wamsley, and Mr. D. Brooks; back row: Mr. A. Frankland, Mr. H. Stanley, A. Woods, L. Lee, A. Kell, F. Redford, C. Pomies, Mr. James W. "Buddy" Miller and Mr. Connie Lynch



The Club feels a deep indebtedness to Dr. Protheroe, to Mr. Hobart Smock, its director, for his sympathetic and encouraging leadership, and to Mr. Sylvan Levin, the extremely talented and likeable accompanist and solo pianist of the Club. It also expresses its deep appreciation to the officers and employes of the Road and to the other Baltimoreans who contributed to its support either through associate memberships or otherwise.

On Sunday afternoon, February 11, the Club gave a sacred concert at the meeting of the Baltimore Y. M. C. A. at the Garden Theatre; on the night of February 12 it repeated its winter concert at the Maryland Casualty Club House for the benefit of the Baltimore and Ohio Riverside Y. M. C. A. and on the following night it repeated the same concert by radio from the office of the Baltimore News.

It is expected that the spring concert of the Club will be held sometime in May and all male employes in Baltimore who are fond of singing and who are willing to devote Monday night of each week in the Assembly Room of the Baltimore and Ohio Building, to rehearsals, are cordially invited to join.

### William Ferguson Honored with Fifty Year Button

(Continued from page 33)

Davis played a piano duet and Miss Jean Reynolds sang a solo. Miss Margaret Frischkon and Clarence H. Bloom sang a duet. This was followed by a reading by Miss Ruth Baldwin. Douglas Fleming entertained with a song, by reading original poems and by telling clever stories. George Moore interpreted several oriental dances. Miss Naomi Heffner and Clarence H. Bloom sang Silent Night. Then came the decoration of Mr. Ferguson with the fifty year service button. This was followed by the audience singing *Blest Be the Tie That Binds*. Miss Eugenia Reynolds, 10 years old, youngest and one of the most remarkable performers on our division, played the piano.

President Shafferman introduced H. W. Fauver of Martinsburg who pointed out the advantages that are experienced by the Christian and urged that all of the veterans follow the greatest pilot that has ever been given to show the way to man. He urged all to accept Christ.

J. M. Garvey, of Wheeling, vice president of the Grand Veterans, addressed the meeting and gave a brief outline of what may be expected at the Grand Veterans' meeting in January.

Mrs. F. M. Howard of Newark, Ohio, grand president of the Ladies' Auxiliary, addressed the meeting. She expressed her delight in being present and asked the veterans and their wives to visit the Veterans and the Auxiliary in Newark.

Mrs. O. L. Wallburg, of Lima, Ohio, grand secretary of the Ladies' Auxiliary, gave a short talk in which she told how much she appreciated being able to accept the invitation given by the local women.

## The Baltimore and Ohio Poultry Club

*A Profitable and Interesting Investment for  
Hundreds of Boys and Girls in Illinois*

JUST about a year ago the Baltimore and Ohio established its Poultry Club in the State of Illinois and offered unusual facilities to the boys and girls in the counties of the state served by our Railroad, to breed better and more profitable poultry. It arranged, in conjunction with the Agricultural Bureau of the State and the Poultry Department of the University of Illinois, to secure from a White Rock breeder of National reputation, settings of eggs from his flock and these eggs were to be given in exchange for an equal number of market eggs, to whomsoever of the boys and girls wished to take advantage of the offer. The "market" eggs received as nominal payment for the high class White Rock eggs, were sold at market prices and the money used to increase interest in the Baltimore and Ohio County Poultry Shows in Illinois.

Our general agricultural agent, O. K. Quivey, also announced that after the chickens resulting from this offer of settings were grown, the Baltimore and Ohio would have a Poultry Show, and that the boy or girl who exhibited the best pen of five birds at the show would be awarded a prize of \$100.00, which could be used either in the form of a scholarship at the University of Illinois or to pay the expenses of a trip on the Baltimore and Ohio to the Nation's Capital. How successful this project was may be judged from the account of the show as given in part in one of the *Flora* newspapers, as follows:

The Baltimore and Ohio Poultry Club Exhibit proved to be the outstanding feature of the Clay-Wayne Poultry Show, probably the largest poultry show ever held in Southern Illinois. The combined show was held in the Valbert building, *Flora*, Tuesday, Wednesday and Thursday, December 19, 20, 21, 1922.

In fact the Baltimore and Ohio Poultry Club exhibit served as a nucleus around which the Clay-Wayne Show was built as a result of the cooperation of the *Flora* Commercial Club and the Clay County Farm Bureau.

The following were the Baltimore and Ohio Poultry Club Exhibitors, together with their P. O. addresses and counties: Genevieve Upperman, Cowden, Shelby. Leah Hogge, Beecher City, Effingham. Louise Henry, Beecher City, Effingham. Emilina Winter, Breese, Clinton. Kelly Brazier, Junction, Gallatin. Joe Wood, Bluford, Wayne. Paul Williams, Calhoun, Richland. Ralph Buchanan, Lawrenceville, Lawrence. Doris Montgomery, Lawrenceville, Lawrence.

Lillian Gaither, Golden Gate, Wayne. Maude Thompson, Graysville, White. Elizabeth Jordan, Enfield, White. Lyman Gurley, Wayne City, Wayne. Opal Speck, Pleasant Plains, Sangamon. Keith Kagy, Salem, Marion. Clark Parkenson, Kell, Marion. Grace Bales, Springfield, Sangamon. Dorothy Deal, Taylorville, Christian.

Wilbur Dircen, Virginia, Cass. Ramona Stuke, Beardstown, Cass. Perry Thompson, Xenia, Clay. Arthur Brewer, Louisville, Clay. Genell Smith, Xenia, Clay. Earl Hardin, Louisville, Clay. Roscoe Dow, Louisville, Clay. Ruth Brissenden, Clay City, Clay. Jewel Harrison, Clay City, Clay. Hazel Peekman, Louisville, Clay. Catherine Quinn, Louisville, Clay. Delmar Bassler, Trenton, Clinton. Kurt Eckert, Belleville, St. Clair. Roy Abel, New Berlin, Sangamon. Olna Ziegler, Altamont, Effingham. Loren Metzger, Tower Hill, Shelby. Andrew Freivogel, Milstadt, St. Clair. Ruby Krumreich, Stewardson, Shelby. Grace White, Fairfield, Wayne. Mary Hanagan, Enfield, White.

The winners were as follows:

#### Best Pen of Five

Genell Smith, First, \$5.00.  
Ruth Brissenden, Second, \$4.00.  
Earl Hardin, Third, \$3.00.  
Jewel Harrison, Fourth, \$2.00.

#### Best Cockerel

Earl Hardin, First, \$2.00.  
Arthur Brewer, Second, \$1.00.  
Roscoe Dow, Third, Ribbon.

#### Best Pullet

Genell Smith, First, \$2.00.  
Elmer Coleasure, Second, \$1.00.  
Earl Hardin, Third, Ribbon.

The winners in the Baltimore and Ohio State Contest were as follows:

Grace White, Wayne county, Sweepstakes, \$100 scholarship.  
Lillian Gaither, Wayne county, Second prize, \$15.00 cash.  
Delmar Bassler, Clinton county, Third prize, \$12.00 cash.  
Lyman Gurley, Wayne county, Fourth prize, \$10.00 cash.

The above prizes were awarded by the Baltimore and Ohio Railroad, and the following additional prizes by the *Flora* Commercial Club.

Olga Ziegler, Effingham county, Fifth prize, \$8.00 cash.  
Paul Williams, Richland county, Sixth prize, \$6.00 cash.  
Joe Wood, Wayne county, Seventh prize, \$4.00 cash.  
Genell Smith, Clay county, Eighth prize, \$2.00 cash.

The railroad was represented by O. K. Quivey, General Agricultural Agent, of Baltimore, Md., and P. O. Hurley, Agricultural Agent of Cincinnati, Ohio, the latter having had active charge of the poultry project.

The poultry project provided at the Orpheum Theatre drew a packed house. "Better Poultry" was the subject of a very interesting lecture by L. E. Card, Prof. of Poultry Husbandry, University of Illinois, and a very highly educational lecture, illustrated with slides of Washington, D. C., was delivered by C. M. Ritchie, of the Baltimore and Ohio.

Announcement of the prize winners was then made by Mr. P. O. Hurley and the Sweepstakes ribbon was presented to Miss Grace White, whose beautiful pen of five birds hatched from eggs given her by the Baltimore and Ohio, won over all the other pens in the state. However, let it be



stated in fairness to all, that the judges found it no easy task in selecting the winner among the first eight, the pens all being of an exceptionally high class and very close in comparison.

Of the six hundred birds shown in the Clay-Wayne show, three hundred were entered by the Baltimore and Ohio Poultry Club members in Illinois.

Visitors from out of town were: P. O. Hurley and Robert O'Herron of Cincinnati, Roy W. Dickinson, Cass county Farm Advisor; C. T. Hufford, Wayne county Farm Advisor; C. M. Ritchie, Baltimore and Ohio Railroad, Cincinnati; L. E. Card, Champaign, Ill.; W. P. Townsend, Baltimore and Ohio Railroad, Springfield, Ill.; Charles Filson, Agricultural Agent, C. & E. I. Ry., Salem; E. A. Ferguson, Springfield, Ill., and others.

### An Interesting Exhibit

An interesting feature of the Clay-Wayne Poultry Show was an exhibit of the American Railway Express Company, under the supervision of George M. Dallas, who came from New York for the purpose, showing the wrong and right ways of packing eggs for transportation, together with various types of cases and fillers designed for the safe carrying of eggs.

Eggs are moved to market by express in large volume and losses through breakage have in the past been costly.

As an illustration of the interest taken by the boys and girls who actually raised the chickens and exhibited them, we quote a letter from the Sweepstakes Prize Winner, Miss White (who, however, wrote it before being adjudged the leading winner) as follows:

December 8, 1922

O. K. Quivey  
Baltimore, Md.

Dear Mr. Quivey:

I was very glad to hear that all of the Baltimore and Ohio Poultry Club members were to be eligible to show a pen of birds at the State Poultry Show.

I think it is wonderful what the Baltimore and Ohio Railroad Company has done for the boys and girls of southern Illinois. I have certainly enjoyed the Club work, and have a fine flock of chickens.

I will exhibit my best pen of five birds at Flora, Ill. and if possible attend personally.

Thanking you for your interest in the boys and girls, I remain,

Very cordially yours,

Grace White

(Baltimore and Ohio Club Member)

Fairfield, Ill.

One of the accompanying pictures shows Miss Pauline Miles, Lawrenceville, Illinois, and her prizewinning White Rock cockerel, with the loving cups won by this individual bird. Miss Miles was unable to exhibit her pen at the Baltimore and Ohio Show at Flora but entered it in the Lawrence County Poultry Association Show at Bridgeport, Illinois, and won the following prizes:

1. Best pen in American Class—Silver Loving Cup.

2. Best pen in Show (Open to Poultry

Association members only)—ten inch Silver Loving Cup.

3. Best Cockerel in Show—Silver Loving Cup.

4. Best individual bird in show—Silver Loving Cup.

5. Best pen in show—Open Class—Silver Loving Cup.

It was the opinion of the judge that this cockerel was easily worth \$100, and that it would make a good showing in competi-

tion at the Chicago Coliseum Show or the Madison Square Garden Show of New York City.

On December 26 the Flora Commercial Club passed a resolution commending the Baltimore and Ohio on its progressiveness and helpfulness in this practical movement for better poultry, thanking our Messrs. Quivey, Hurley and Ritchie, Professor Card of the University of Illinois and Mr. Dallas of the American Railway



1. The Commercial Club of Flora rented and arranged this attractive new store for the exhibit, showing their interest. 2. It was difficult to get a good picture of the entire exhibit, this being but one side but suggesting the number of cultural Department among poultrymen is to teach greater and cheaper production, and hence larger profits through this picture shows a prize coop of birds, a pen consisting of a cockerel and four pullets. Above is sign outlining the Washington to the member of the Baltimore and Ohio Poultry Club showing the best pen. The sign on the right is ed. Folks heard with interest the talks on "Washington, the Capital City," "Better Poultry," "Poultry Club Work," the model mash feeder show educational nature of exhibit. 5. Miss Pauline Miles, a member of the Baltimore and Ohio Show, made a wonderful showing, as may be seen from the cups in the picture. See text matter. 6. The American Railway Express Company, designed especially to prevent loss and damage, and the help they give the farm bureaus, are suggested. One of the judges said that this bird would create a sensation at any show in the country, except that it meant that they had to miss school. 9. A "close-up" of the exhibit which won the choice of a \$100 bred by Louis Crumren of Chandlerville, Cass County, Ill.



Express Company, for their personal interest, and expressing their pleasure in cooperating to make the plan a success.

W. E. Hart, farm adviser of the Clay County Farm Bureau, wrote Mr. Quivey, thanking him for the stimulus given the boys' and girls' club work by the Baltimore and Ohio contest, and urging that the scope of the work be enlarged this year.

Without the hearty cooperation of

Professor Card and Mr. H. F. Wolter of the University of Illinois Agricultural Extension Service, and of the Illinois County Farm Bureau Federation, the Railroad would have been unable to enlist the remarkable interest taken in this plan. These agencies had the machinery through which our Agricultural Department worked, and grateful acknowledgment of their help is gladly made.

### New Spring Styles

(Continued from page 23)

The pattern is cut in four sizes: 4, 6, 8 and 10 years. A 4-year size requires two and one-eighth yards of 32-inch material. Chambray with bias binding in plaid or a contrasting color, would be a pleasing development for this style.

3809. Here is a very comfortable frock, with graceful lines, in one piece style. The pockets are a useful and attractive feature. The sleeve may be finished in wrist or in elbow length. Figured percale, gingham, drill, linen, serge, mohair, sateen, gabardine and taffeta are good for this model.

The pattern is cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires five yards of 36-inch material. The width of the skirt at the foot is about two yards.

3875. Let your little girl take her first steps in comfortable garments, well and daintily fashioned. The group here illustrated, shows a practical undergarment combining waist and drawers, a petticoat, and a dress with simple lines. The models are easy to develop, and economical of material. Cambric, lawn or crepe may be used for the undergarments, and batiste, voile, dimity, silk or crepe for the dress.

The pattern is cut in five sizes: 1, 2, 3, 4, and 5 years. The dress requires two and one eighth yards of material, the petticoat one and three eights yards and the combination one and one quarter yards 36 inches wide for a 2-year size.

4247. This corset cover is ideal for the woman of mature figure. The seams may be boned for firmness. Nainsook, cambric, linen, silk or satin may be used to develop this comfortable garment.

The pattern is cut in four sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A medium size requires one and five eighths yards of 36-inch material.

4259. Here is another practical version of a practical garment—the ever ready cover all house or apron frock. It may be made of percale, linen, cretonne, sateen or lawn. Self facings or bands, or piping of self or contrasting material are nice for trimming.

The pattern is cut in four sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. The width at the foot is two and three eighths yards. A medium size requires four and a half yards of 32-inch material. To trim as illustrated requires one half yard of contrasting material 36 inches wide.

ALL PATTERNS, 12 cents each, post paid.

Up-To-Date Spring and Summer 1923 Book of Fashions, showing color plates, and containing 500 designs of ladies', misses' and children's patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various, simple stitches), all valuable hints to the home dressmaker.



1. Educational work. 2. Grace White, of Wayne County, Ill., the winner of the Sweepstakes Prize worth \$100.00 in the show. Note the model chicken houses shown at the left. 3. The basic idea underlying the work of our Agricultural Extension Service. We have helped the Illinois Farm Bureau and the University of Illinois especially in this work. A prize of \$100.00 to be awarded either in a scholarship in the University of Illinois or a week's free educational trip to the free shows at the Orpheum Theatre in Flora the day our exhibit was held. Both meetings were crowded. 4. Baltimore and Ohio Poultry Club, and the announcement of the prize winners. The picture and description of the Ohio Poultry Club, who was unable to show her White Rocks at our exhibit but who, at the Lawrence County Poultry Show, the Baltimore and Ohio Railway Express Company cooperated to the fullest extent to make the show a success. The array of their educational work is shown in this picture. 5. One of the best birds in the show, an exceptional cockerel exhibited by Wilbur Dieren, of Virginia. 6. Fourteen of the Baltimore and Ohio Poultry Club members who visited the show. Many more would have come had it not been for the lack of transportation. 7. The Baltimore and Ohio Poultry Club members who visited the show. Many more would have come had it not been for the lack of transportation. 8. The Baltimore and Ohio Poultry Club members who visited the show. Many more would have come had it not been for the lack of transportation. 9. The Baltimore and Ohio Poultry Club members who visited the show. Many more would have come had it not been for the lack of transportation. 10. The best pullet in the show.



## THE BALTIMORE AND OHIO RAILROAD COMPANY

### Relief Department—Advisory Committee

#### Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
C. H. CRAWFORD.....	Yard Brakeman.....	Glenwood, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

#### Motive Power Department

J. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

#### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Assistant Engineer.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

#### Statement of Pension Feature

Employees who were honorably retired during December, 1922, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Austin, Bernard N.....	Western Passenger Representative.....	Passenger.....	Chicago.....	25
Clay, William C.....	Asst. Lumber Agent.....	Purchasing.....	All.....	57
Cromlish, William L.....	Coal Freight Agent.....	Coal Traffic.....	Pittsburgh.....	40
Crossmock, William.....	Trackman.....	Maintenance of Way.....	Newark.....	26
Fishel, Patrick H.....	Engineer.....	Conducting Transportation.....	Akron.....	36
Hardy, Wilbert D. Sr.....	Foreman.....	Maintenance of Way.....	Cumberland.....	44
Harkins, C. H.....	Assistant Freight Traffic Manager.....	Freight.....	Chicago.....	45
Hauer, George W.....	Fireman.....	Conducting Transportation.....	Baltimore.....	40
Hull, John C.....	Car Builder.....	Motive Power.....	Baltimore.....	25
Hunt, Daniel.....	Conductor.....	Conducting Transportation.....	Pittsburgh.....	56
Hutchinson, Edward W.....	Crossing Watchman.....	Conducting Transportation.....	Baltimore.....	47
Leibcap, James M.....	Section Hand.....	Maintenance of Way.....	Toledo.....	45
Madru, John B.....	Blacksmith.....	Motive Power.....	Ohio.....	22
Mahoney, John.....	Yard Engineer.....	Conducting Transportation.....	St. Louis.....	52
Miles, Joseph S.....	Laborer.....	Motive Power.....	St. Louis.....	15
Powell, Michael E.....	Hostler.....	Maintenance of Equipment.....	Wheeling.....	35
Quinn, Thomas F.....	Engineer.....	Conducting Transportation.....	Wheeling.....	21
Sayre, Marshall M.....	Conductor.....	Conducting Transportation.....	Cumberland.....	60
Sharretts, Frank L. K.....	Laborer.....	Motive Power.....	Baltimore.....	31
Siegel, William J.....	Fireman.....	Conducting Transportation.....	Baltimore.....	26
Sims, William J.....	Blacksmith Helper.....	Motive Power.....	Ohio.....	16
Smith, James E.....	Conductor.....	Conducting Transportation.....	Akron.....	36
Steinhaur, Charles.....	Car Builder.....	Motive Power.....	Ohio.....	19
Sulzer, Joseph.....	Engineer.....	Conducting Transportation.....	Ohio.....	50
Tatum, Daniel.....	Gang Foreman.....	Motive Power.....	Baltimore.....	54
Taylor, Jacob W.....	Engineer.....	Conducting Transportation.....	Cumberland.....	40
Weber, Carle.....	Car Repairer.....	Motive Power.....	Akron.....	19

The payments to pensioned employees constitute a special roll contributed by the Company.

During the calendar year 1921, \$367,795.95 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to November 30, 1922, amount to \$4,994,464.55.

The following pensioned employees, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Agnew, John.....	Adjustment Clerk.....	Freight Office.....	Toledo.....	Nov. 11, 1922.....	45
Armesy, John W.....	Laborer.....	Motive Power.....	Monongah.....	Dec. 26, 1922.....	23
Cody, John.....	Laborer.....	Motive Power.....	Cumberland.....	Nov. 21, 1922.....	40
Deck, George A.....	Engineman.....	Conducting Transportation.....	Monongah.....	Nov. 14, 1922.....	36
Fordyce, Thomas B.....	Agent.....	Conducting Transportation.....	New Castle.....	Dec. 26, 1922.....	22
Harrigan, John.....	Yard Engineman.....	Conducting Transportation.....	Monongah.....	Dec. 7, 1922.....	45
Lucas, W. R.....	Clerk.....	Freight Claim.....	All.....	Dec. 17, 1922.....	31
Merrill, Lorenzo D.....	Bridge Foreman.....	Maintenance of Way.....	Ohio.....	Dec. 8, 1922.....	33
Plush, William H.....	Fireman.....	Conducting Transportation.....	Baltimore.....	Oct. 27, 1922.....	45
Prince, John F.....	Carpenter.....	Motive Power.....	Cleveland.....	Nov. 27, 1922.....	31
Snook, H. M.....	Conductor.....	Conducting Transportation.....	Baltimore.....	Nov. 30, 1922.....	41
Thompson, H.G.....	Pumper.....	Maintenance of Way.....	Baltimore.....	Dec. 5, 1922.....	22
Tierney, Thomas H.....	Engineman.....	Conducting Transportation.....	Baltimore.....	Dec. 21, 1922.....	36



# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine:  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted Village"

## Marcellus Lenhart

Marcellus Lenhart, son of Monroe Lenhart, was born at Garrett, Pa., on October 4, 1854. When he was four years old his parents moved to Berkeley Mills, where the boy attended school. Several years later he went to the Elichty School and then finished his education at Glade City, Pa.

At 12 years of age, Marcellus went to work in his father's saw mill, one of the old water mills. This was his first job. He came to work with the Baltimore and Ohio at the age of 19, working first as tool boy on the Connellsville Division. In that same year he was married to Susan Elizabeth Braucher, and in the three years that followed, he worked as trackman. This work was under the leadership of Joseph Schindler, Sr. He finished the third year under Mr. Schindler's successor, John Moore.

Being out of work in 1878 he put in a year or two at mining, then worked in a brick yard at Keystone Junction. In 1888 he came back to the Baltimore and Ohio as watchman, Meyersdale, Pa. He was out of service in 1890, but came back again as watchman later in that year. From that time until his recent retirement, Mr. Lenhart served as watchman, laborer and trackman.

## Patrick H. Fishel

Patrick H. Fishel, former Cleveland Division engineer, was born at Oneida, Ohio, on May 7, 1856. At the age of 19 years he began his career with the Youngstown & Connotton Valley Railroad, now a part of the Wheeling and Lake Erie. Here he worked in both passenger and freight service until 1886.

On June 6 of that year, Mr. Fishel entered the service of the old Valley Railroad, then running between Cleveland and Valley Junction, as freight engineer. This line changed to the C. T. & V. and was later absorbed by the Baltimore and Ohio. For 17 years he worked in the yards at

Akron on what were known as the "roust-about" engines, available for extra freight and passenger service. In 1903 he was made regular passenger engineer. Mr. Fishel says:

"I have seen many changes in the working conditions, and I have also witnessed the building of the Loop Line at Akron Junction, and the Pittsburgh and Western grow from a single track to a double track line system. I have worked under seven different superintendents on this division, two on the Pennsylvania Division and three on the Wheeling Division. I was only called before one of them on one occasion in all my years of service.

"On November 1, 1922 I was compelled to give up my run in the passenger service because of failing health. It was then that I was granted a pension. I am grateful to the operating officers of the Baltimore and Ohio for their many courtesies. I am now living at Valley Junction, where I expect to make my home and enjoy my pension."

## John B. Madru

John B. Madru, former Ohio Division blacksmith, was born in Cincinnati, Ohio, on October 3, 1856. He spent his early life in Cincinnati, going through the grammar grades in the schools there. At the age of 14 he secured a position with a baker in that city.

His first position with the Baltimore and Ohio was as a hostler, holding this position for four years, and leaving it for better wages as manager of a restaurant.

For 20 years he remained in the restaurant business, and when he gave up this work it was to return to the Baltimore and Ohio at Cincinnati, where he took a position in the freight house on June 15, 1897. On March 1, 1900 he became blacksmith helper in Chillicothe Shops. In 1919 he was made hammer operator, and in 1921, blacksmith helper. Here he worked every day until he was disabled a few years ago.

Mr. and Mrs. Madru live in a pretty little home which they own, on Fourth Street, Chillicothe.

## William Siegel

William Siegel, retired fireman, Locust Point Elevators, was born on September 13, 1857. He entered the service of the Baltimore and Ohio in July, 1896 as laborer, Locust Point Elevators. In 1900 he was made fireman, and in 1909, night fireman. He met with an injury that made it impossible for him to do hard labor of any kind; hence his retirement.

## Thomas J. Thompson

Thomas J. Thompson, retired track foreman, was born on December 16, 1851. He first came to the Baltimore and Ohio in June, 1875 as trackman, Shenandoah Division. On August 15, 1880 he was made track foreman. In 1910 he was transferred to Staunton, and in 1918 to Port Defiance, serving 47 years in all.

## William J. Sims

William J. Sims, well known car repairman, Chillicothe, Ohio, was born on January 7, 1854. He entered the service of the Baltimore and Ohio on January 22, 1906 as carpenter. In 1908 he was made truckman, and in 1913, car repairer. Several times after that time he was furloughed, but always came back to his old job as car repairer, which position he held until 1915, when he was transferred to the position of laborer. In 1917 he was made gang foreman, and in 1918, boiler shop helper.

## John Callahan

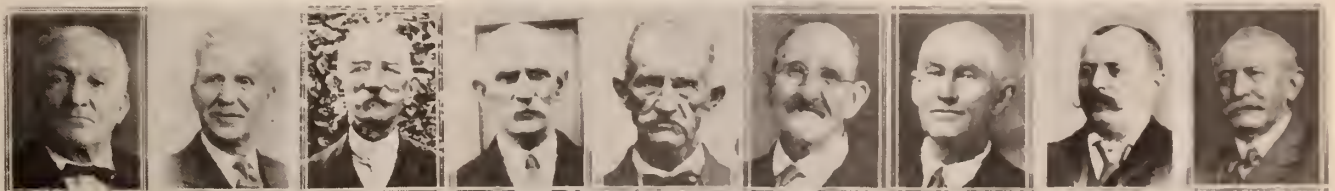
John Callahan, retired track walker, was born on April 16, 1854. When he was 14 years old he entered the service as track hand, Monongah Division. A few years later he was made track walker. In 1888 he was made section foreman, and in 1906, supervisor. On January 20, 1907, he became track foreman, Walker, W. Va., and trackman again in 1913. For one year he has been on relief.

## John Cummins

*Who has a 53-year service record*

"Colonel" John Cummins was born near Cameron, Marshall County, West Virginia, on June 23, 1851. He attended the public school of that district and was employed about the farm until he reached the age of 17 years, when he began his career with the Baltimore and Ohio as trackman.

After seven months of this work he began work as brakeman in Wheeling Yard and was soon promoted to the position of con-



NINE FAITHFUL WORKERS REWARDED

Left to right: Marcellus Lenhart, Patrick H. Fishel, John B. Madru, William Siegel, T. J. Thompson, William J. Sims, John Callahan, John Cummins, William Clay



ductor. In 1871 he was transferred to firing and was promoted to engineer on May 1, 1873. By January 1, 1875 he had a regular passenger engine and remained in this position until the time of his retirement.

In 1874 the "Colonel" was married to Miss Anna Campbell. To this union three sons were born. These are: Dr. Alvin B. Cummins, Attorney J. W. Cummins, and Mechanical Engineer George H. Cummins.

Along with the Baltimore and Ohio, Col. Cummins had another strong personal attachment—the Republican party. Since youth he has held various political positions, serving on the staffs of Governors Glassecock and Hatfield, and as a member of the board of the Industrial Home for Girls at Salem, W. Va. For eight years he served on the board of the Humane Society. He was instrumental in having the Industrial Home located at Salem, on the line of the Baltimore and Ohio. He was an alternate delegate to the Chicago Convention which nominated General Harrison for the presidency.

## Other Boosters Who Are Boosting— Monumental Lodge No. 567, B. R. C.

PAGE 25 of the December issue of the MAGAZINE told how Monumental Lodge No. 511, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees passed a resolution on November 8 to do all in their power to boost the Baltimore and Ohio Railroad. An invitation was extended to other lodges who had caught this splendid booster spirit to let us hear from them. That the Baltimore and Ohio Boosters are growing in number and getting down to practical business is shown in a letter from Harry E. Weidman, president of Monumental Lodge No. 567, of the Baltimore and Ohio General Offices at Baltimore.

Mr. Weidman sent to President Willard a letter, together with a set of resolutions which his lodge had drawn up on October 13, the first action of this kind, we believe, to have been taken by any Baltimore lodge. In reply, President Willard said, in part:

"I think it is quite commendable that your organization should desire that its members prove themselves fully efficient and loyal to the Company by which they are employed, and I am very glad to know that you are taking steps which you believe will further improve the efficiency of your membership in this connection. With you I trust the cordial relations which have existed between the Management and its employes may not only continue, but that with the united efforts the service of the Company may commend itself to those who patronize it, and that we in turn may be able to make a satisfactory showing to those who have invested their capital and

Speaking of the officers of the Baltimore and Ohio, Colonel Cummins says, "They have always treated me well."

### William C. Clay

William C. Clay, although not now able to be in active service, has served faithfully the Baltimore and Ohio for more than half a century and is willing to try to work longer rather than to retire.

Mr. Clay is a son of the late George M. Clay, an old and well-known engineer who also served the Baltimore and Ohio for more than 50 years. Mr. Clay was born on September 13, 1855. He entered the service of the Baltimore and Ohio as fireman on the Old Main Line, serving about a year in this capacity. In 1865 he re-entered the service at Mt. Clare Shops as laborer. He soon became machinist. In 1869 he was made assistant foreman; five years later he was made foreman and inspector in the Lumber Department; in 1889 he became general lumber inspector, and in 1912, assistant lumber agent.

savings in the enterprise with which we are associated."

In addition to the set of resolutions sent by Mr. Weidman, there was a letter sent out to the various officers of the Baltimore and Ohio, asking each of them for any suggestions which might be of value to the Baltimore and Ohio Boosters. This letter was written and signed by the chairman of No. 567's Boosters, W. J. Watts, who also said in his letter that while his organization is principally a social one, he feels that its action may be followed by other lodges and the Boosters grow to large proportions all over the Baltimore and Ohio System.

A spirit such as this must be productive of results. The successful organization is the one founded on the loyalty of those who work for and with it. With Baltimore and Ohio Boosters all over the System,



Edward Hart, Jr.

the Baltimore and Ohio will naturally grow richer in the good will of the public, and its boosters cannot help feeling the truth of the Biblical injunction, "Cast thy bread upon the waters and it will return to you after many days."

Let us hear from the others!

### Edward Hart, Jr., Made Assistant Freight Traffic Manager in St. Louis

EDWARD HART, Jr., general freight agent of the Baltimore and Ohio Railroad System, at St. Louis, Mo., since March 1, 1920, has been promoted to assistant freight traffic manager in that city.

Mr. Hart was born in Allahabad, East India, December 17, 1860, and received his elementary schooling at St. Paul's School, Darjeeling, India, and at academies in England. Later emigrating to this country, Mr. Hart completed his education at Charlottesville, Va., Detroit, Mich., Rome, Ga., and Louisville, Ky., and at the age of 20 entered railroad service as a clerk in the auditor's office of the Louisville and Nashville Railroad, at Louisville, Ky., being transferred in 1883 to the general storekeeper's department. He was contracting agent of the Canada Southern Line from 1885 to 1892, and in 1893 became general agent of the Cincinnati, Wabash and Michigan Railroad and Elkhart Line, at Louisville; in 1894, agent of the Trader's Dispatch.

In 1897, Mr. Hart first became identified with the Baltimore and Ohio Railroad Company as assistant general agent at Louisville, in October of that year becoming general agent. He was promoted to assistant general freight agent at St. Louis in January, 1913, and to western general freight agent in 1918. During federal control he was again assistant general freight agent, becoming general freight agent in March, 1920.

### General Counsel John J. Cornwell Addresses Our Accounting Association

ON the night of January 19 the Accounting Association of The Baltimore and Ohio Railroad Company met on the twelfth floor of the Baltimore and Ohio Building, F. F. Lollman presiding. After a short business meeting General Counsel John J. Cornwell was introduced as the speaker of the evening.

Governor Cornwell is a most entertaining speaker and stressed the importance of a friendly feeling between Management and men on the Railroad. This, he said, should be carried down all along the line, for if the attitude of the managing officers of the Company is the right one toward the rank and file and yet this fair attitude is not properly interpreted by subordinate officers, the friendly feeling which ought



to exist throughout the whole family is sometimes disrupted, and with most unfortunate results.

He said that one of the greatest pleasures he has had since his connection with the Railroad as general counsel has been in noting the invariable desire on the part of our executives to see that every person in the big family is given a square deal and he emphasized this attitude as being a most potent factor in contributing to the success of the Company and all those connected with it.

Following his address, the chairman of the entertainment committee, T. Parkin Scott, chief clerk of the Savings Feature of the Relief Department, introduced Joseph W. Swikert, one of the most capable amateur actors in Baltimore, and Mr. Swikert lived up to his reputation by getting over some absolutely new and very, very funny stories.

A triple quartet from the Baltimore and Ohio Glee Club sang three songs, H. L. Holstein of the Office of Auditor Passenger Receipts played some interesting numbers on the piano, and the members of the association then adjourned to the restaurant and enjoyed the delicious refreshments which had been prepared under the direction of John Bopp.



The late C. T. Wight, Division Freight Agent, Sandusky, Ohio

### The Death of C. T. Wight

CALMES T. WIGHT, former division freight agent and one of the best known residents of Sandusky, Ohio, died on January 9 at the Good Samaritan Hospital, Sandusky, at the age of 75.

Mr. Wight was born in Galena, Illinois,

on April 18, 1847. He entered the service of the Baltimore and Ohio as rate clerk, Division Freight Office, Columbus, Ohio. In 1881 he was made chief clerk, General Western Freight Office, Chicago; in 1883 he was made travelling freight agent, Des Moines; in 1890, general agent, Toledo; in 1896, district freight agent, Sandusky. For 15 years he held this position and was then transferred in the same capacity to Fostoria. Later he returned to Sandusky and in 1917 was furloughed because of poor health.

For many months previous to his death, Mr. Wight was an invalid. He had always been an active member of Science Lodge, A. F. & A. M., Sandusky City chapter, Erie Commandery. He also was a charter member of Zenobia Temple, Mystic Shrine, Toledo. He is survived by his widow and one brother, C. S. Wight, general freight representative, with headquarters in Baltimore, Md.

### In the Realm of the Riddle

(Continued from page 19)

This puzzle is a combination of a beheadment and a transposition. To solve it you simply find "first," cut off the first letter, then transpose the remaining four letters to make "last."

No. 9 is the first "enigma" we have published and it is just what its name signifies, an enigma. You must find the seven letter word that fits the description given in the verse and this should be easy for any one of a mechanical bent of mind.

No. 13 is our initial "antigram" which is the exact opposite of an anagram. While the answer to an anagram bears close relation to the puzzle itself, in an antigram the answer is something entirely opposite to the puzzle itself. Otherwise both puzzles are constructed along practically the same lines.

No. 2 introduces another new puzzler. Ben Franklin usually signs his name "W. E. Frederick" and is connected with the Office of the Auditor of Disbursements. Judging from his first effort he is going to make his mark as a puzzler and will soon have the veterans sitting up and taking notice.

## The Baltimore and Ohio General Office Duckpin League

Standing of Teams Week Ending February 1, Season 1922-1923

TEAMS	GAMES PLAYED	WON	LOST	PERCENTAGE	PINS	AVERAGE
1 Engineering and Accounting.....	60	51	9	.850	30001	500.01
2 Comptroller.....	60	47	13	.783	30469	505.15
3 General Freight Claim Agent.....	60	39	21	.650	29175	486.25
4 Coal Traffic No. 1.....	60	38	22	.633	29322	488.70
5 Riverside.....	60	34	26	.567	28580	476.33
6 Maintenance of Way.....	60	33	27	.550	28946	482.23
7 Transportation.....	60	32	28	.533	27745	462.21
8 Motive Power.....	60	31	29	.517	28153	469.21
9 Auditor Passenger Receipts.....	60	30	30	.500	28450	474.16
10 Fuel Agent.....	60	29	31	.483	28051	467.51
11 District Freight Agent.....	60	28	32	.467	27981	466.35
12 Relief Department.....	60	21	39	.350	28011	467.01
13 Coal Traffic No. 2.....	60	21	39	.350	26438	438.97
14 Auditor of Disbursements.....	60	18	42	.300	26189	436.48
15 Valuation Department.....	60	17	43	.283	27632	460.53
16 Auditor Freight Claims.....	60	11	49	.183	26860	447.66

Here is the result of games played at the Central Y.M.C.A., Baltimore, on the evening of January 31, between a team of employes of the Pennsylvania Railroad and a team from our League:

PENNSYLVANIA R. R.				vs	BALTIMORE & OHIO R. R.				
Pauser.....	109	99	104	312	Knowles .....	104	88	98	290
Lucey.....	110	82	105	297	Gaither.....	111	94	88	293
Mitchell.....	89	115	91	295	Warren.....	96	97	105	298
Todd.....	103	114	105	322	Sauerwein.....	113	103	105	321
Lee.....	104	98	120	322	Gallery .....	112	121	115	348
			1548						1550

The same team played a team composed of Cumberland employes on Saturday, February 3, with the following results:

CUMBERLAND				vs	BALTIMORE				
Campbell.....	172	167	167	505	Knowles .....	115	197	155	457
Zimmerman.....	159	167	126	452	Gaither.....	186	106	180	472
Onderdonk.....	137	155	118	410	Warren.....	140	126	123	380
Hollen.....	153	177	131	461	Sauerwein.....	167	117	133	417
Trail.....	127	169	173	469	Gallery .....	139	181	130	430
			2298						2195

The games at Cumberland were played with rubber banded pins.

Each of these matches was rolled on the basis of total pins for each side for the evening.

### Those New Passenger Coaches

Have you seen our new passenger coaches, those numbered in the fifty-two hundreds? They are the last word in beauty and comfort; they ride as easily as a sleeping car. Just one more reason why you will want your friends to enjoy "Baltimore and Ohio Service" when they go traveling!



STOP THAT LEAK!

STOP THAT LEAK!

STOP THAT LEAK!

# Accurate Weights Insure Correct Freight Charges

Gains to Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight, November, 1922

Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in the revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer.

EASTERN LINES		WESTERN LINES	
STATION	AMOUNT	STATION	AMOUNT
Belington, W. Va.	\$ 49.42	Akron, Ohio	\$ 67.71
Bellaire, Ohio	5.36	Barberton, Ohio	2.12
Belleville, W. Va.	2.02	Canton, Ohio	11.79
Boswell, Pa.	11.16	Chicago, Ill.	592.30
Brunswick Transfer, Md.	750.26	Cincinnati, Brighton	45.09
Buckhannon, W. Va.	19.29	Gest St.	10.67
Butler, Pa.	11.46	Kenyon Ave.	467.34
Camden Station, Md.	67.91	Smith St.	232.08
Clarksburg, W. Va.	2.88	Cleveland, Ohio	11.09
Clendennin, W. Va.	10.19	Columbus, Ohio	395.05
Confluence, Pa.	1.56	Dayton, Ohio	22.51
Connellsville, Pa.	8.55	E. St. Louis, Ill.	264.18
Cowen, W. Va.	1.89	Elyria, Ohio	38.87
Cumberland, Md.	56.36	Hamilton, Ohio	5.35
Fairchance, Pa.	5.26	Lima, Ohio	5.04
Fairmont, W. Va.	52.44	Lorain, Ohio	2.20
Friendsville, Md.	1.09	Louisville, Ky.	34.19
Gassaway, W. Va.	33.37	Mansfield, Ohio	1.46
Crafton, W. Va.	3.10	Martin, Ky.	4.36
Hagerstown, Md.	13.14	Mt. Vernon, Ohio	4.52
Heaters, W. Va.	5.79	Newark, Ohio	9.63
Holly Junction, W. Va.	5.43	New Castle, Pa.	35.93
Holsopple, Pa.	1.05	New Philadelphia, Ohio	1.57
Huntington, W. Va.	101.26	Niles, Ohio	5.73
Lost Creek, W. Va.	21.57	North Vernon, Ind.	116.20
Martinsburg, W. Va.	4.76	Paris, Ind.	1.80
Maynard, Ohio	3.00	Piqua, Ohio	1.70
Moatsville, W. Va.	1.33	Seymour, Ind.	3.08
M. & K. Junction, W. Va.	1.33	Taylorville, Ill.	36.15
Moundsville, W. Va.	3.33	Toledo, Ohio	15.37
Mt. Pleasant, Pa.	5.07	Vincennes, Ind.	2.90
New Martinsville, W. Va.	2.17	Willard, Ohio	5.15
Parkersburg, W. Va.	218.22	Youngstown, Ohio	47.05
Pennsboro, W. Va.	1.69	Zanesville, Ohio	3.70
Phillipi, W. Va.	3.11	Miscellaneous	*3.28
Pittsburgh, Pa.	115.47		
Richwood, W. Va.	3.88		
Somerset, Pa.	12.09	TOTAL	\$2,507.16
Spencer, W. Va.	18.16	Total Western Lines	\$2,507.16
Staunton, Va.	1.09	Total Eastern Lines	1,933.28
Ursina, Pa.	2.29		
Washington, D. C.	31.28		
Washington, Pa.	14.50		
Weston, W. Va.	39.50		
West Salisbury, Pa.	1.42		
Wheeling, W. Va.	191.30		
Wilsonburg, W. Va.	3.31		
Miscellaneous	*13.17		
TOTAL	\$1,913.28		

## SUMMARY

	WESTERN LINES	EASTERN LINES	TOTAL
January	\$2,646.17	\$ 593.34	3,149.51
February	2,381.58	1,014.09	3,395.67
March	2,093.14	1,115.47	3,208.61
April	2,513.24	1,917.37	4,430.61
May	2,485.56	1,842.61	4,328.17
June	3,442.69	4,089.58	7,532.27
July	2,211.46	2,547.12	4,758.58
August	2,070.69	2,620.40	4,691.09
September	2,167.12	2,563.89	4,731.01
October	2,526.72	2,486.60	5,013.32
November	2,507.16	1,933.28	4,440.44
TOTAL	\$27,045.53	\$22,633.75	\$49,679.28

\* Various stations showing increases in revenue less than one dollar.

A. E. DAY, Chief of Weighing Bureau, Transportation Department



# Here Are the Men Who Won Prizes for the Best Track Work in 1922

## EASTERN LINES

Division	Best Supervisor's District \$100.00	Best Main Line Section \$50.00	Most Improved M. L. Section \$35.00	Best Branch Line Section \$35.00
Philadelphia	No. 2— H. L. Exley, Wilmington, Del.	Antonio Defurio, Havre de Grace Md.	Guiseppe Palmo, Feltonville, Pa.	Antonio Ferucco, Childs, Md.
Balto. Term.	No. 2— J. Harrison, Baltimore, Md.	A. Tallero, Baltimore, Md.	J. H. Chaney, Baltimore, Md.	E. Smith, Baltimore, Md.
Baltimore	No. 1— R. E. Eader, Baltimore, Md.	T. E. Arnold, Hyattsville, Md.	C. Anderson, Wash. Jct., Md.	G. E. Pope, Middletown, Md.
Cumberland	No. 1— A. O. Tederick, Martinsburg, W. Va.	C. W. Ruby, Lineburg, W. Va.	M. Wilson, Bloomington, Md.	M. C. Miller, W. Romney, W. Va.
Monongah.	No. 15— D. F. Ramsey, Grafton, W. Va.	T. Varner, Walker, W. Va.	C. W. Keith, Cornwallis, W. Va.	M. P. McVicker, Grafton, W. Va.
Wheeling	No. 2— W. C. Wright, Moundsville, W. Va.	T. Burke, Roseby Rock, W. Va.	J. Snyder, Lesage, W. Va.	T. C. Stonecipher, Martins Ferry, W. Va.
Charleston	No. 1— J. E. Conley, Gassaway, W. Va.	J. E. Riffle, Crawford, W. Va.	J. L. Gay, Richwood, W. Va.	J. Starrick, Weston, W. Va.
Connellsville	No. 2— B. F. Hanna, Rockwood, Pa.	F. Younkin, Ursina, Pa.	R. Davis, Ohio Pyle, Pa.	E. G. Calvert, Morgantown, W. Va.
Pittsburgh	No. 2— D. C. McGregor, Pittsburgh, Pa.	J. Winter, Duvall, Pa.	H. B. Miller, Claysville, Pa.	D. Eldridge, Chicora, Pa.

## WESTERN LINES

Ohio	L. A. Pausch	J. E. Weaver, Greenfield, O.	S. Salts, Ducas, O.	F. Weaver, Lynchburg, O.
Indiana	W. M. Downey	W. F. Cissell, Montgomery, Ind.	W. S. Canfield, North Vernon, Ind.	None
Illinois	J. Quill	J. Clevy, Claremont, Ill.	E. Widdows, Iuka, Ill.	J. Robb, Breckenridge, Ill.
Toledo	S. H. Pulliam	H. A. Fogt, Swander, O.	Mike Ross, Overpeck, O.	E. Blake, Zimmerman, O.
Cinc. Terminal	J. Farrell	J. Black, Wyoming, O.	Wm. Isabel, Storrs, O.	None
Newark	F. S. Mahurd	F. Fulk, Newark, O.	O. C. Miller, Toboso, O.	A. A. Forrest, Waterford, O.
Chicago	W. M. Reynolds	L. J. Meyer, La Paz, Ind.	A. E. Carnicon, Bairdstown, O.	None
New Castle	F. C. Green	M. Relish, Ravenna, O.	O. L. Fritzinger, Warwick, O.	L. J. Wilkinson, Chardon, O.
Cleveland	J. J. Wilkening	P. Keith, Erhart, O.	F. O. Hines, Tippecanoe, O.	A. Bonnaci, Berea, O.



The late John F. Hayden

### Death of John F. Hayden

AFTER a long illness at his home in Relay, Md., John F. Hayden, for 55 years an employe of the Baltimore and Ohio in Baltimore, died on January 24, at the age of 82.

Mr. Hayden entered the service in the C. T. Dept. at Camden Station, August 10, 1865, and in 1887 was transferred to the Office of Auditor of Revenue, later becoming connected with the A. M. R. Office.

A Confederate veteran, he was secretary and a member of the board of governors of the Maryland Line Confederate Soldiers' Home. Rev. Edward Hink, rector of St. John's Protestant Episcopal Church, conducted the funeral service from the late home on January 27. Surviving Mr. Hayden are four daughters, Mrs. Victoria Sheriden, the Misses Edith, May and Celeste Hayden, and a son, John F. Hayden, Jr. A grandson, John Sheriden, is employe in the Office of Auditor Coal and Coke Receipts.

### Charles Weaver, Former Lighter Captain, a Great Business Getter

THE Railroad made a good move when it appointed as lighter runner in New York, former Lighter Captain Charles Weaver. For, besides his familiarity with all kinds of marine shipping in the metropolitan area, Mr. Weaver has a keen sense for selling Baltimore and Ohio



Charles Weaver, Lighterage Department, N. Y.



service to shippers, as is evidenced by the following letter, sent to Mr. Weaver by W. F. Richards, assistant freight traffic manager:

"It has come to my notice that through your alertness the Baltimore and Ohio was successful in securing shipment of 50 bales of burlap forwarded from Brooklyn, consigned to Toledo, Ohio, loaded in Baltimore and Ohio 190108 and C. & N. W. 62728, and forwarded from St. George, November 25.

It was the original intention of shippers to forward who, how-

ever, were a little slow in placing lighter and through your activity shipper's representative was prevailed upon to use Baltimore and Ohio lighter, which, by prompt action you were able to have placed immediately, thus securing the business to the Baltimore and Ohio.

Wish to heartily commend you for your activity in this instance and to express appreciation of your keen interest at all times toward securing traffic for Baltimore and Ohio rails."

The deletions in the letter are made for obvious reasons. Indeed Mr. Weaver is to be thanked most heartily!

## Some of Prize Winning Maintenance Men Tell How They Did It

IN the accompanying pictures we see some of the prize-winning maintenance men for the year 1922. Supervisor Reynolds is shown with Mrs. Reynolds at their home in Garrett, Indiana. Here also are Section Foreman L. J. Moyer, La Paz, Indiana, and Foreman A. E. Carnicon, Bairdstown, Ohio.

Mr. Moyer won a prize for the best Main Line section, Chicago Division, and Mr. Carnicon for the most improved Main Line section, Chicago Division. Supervisor Reynolds says:

"You have requested me to write a brief article on how the prize was won for 1922. This is summed up as follows: Prizes have been closely contested on the Chicago Division in the past years, so at the beginning of 1922, I, myself, as well as the fore-

men, began the year determined to win. With this in view, every employe on the sub-division was made to feel that he was one of a great family working to one end, with the result that individual efficiency was increased, better work accomplished and the prize for the best supervisor's district was brought to sub-division No. 3. On January 9 I gave the foremen a banquet at Coppes Hotel, Nappanee, Indiana, at noon and took them to a show."

Foreman Carnicon says: "It is not only a matter of keeping the track in good line and surface to get your section showing good improvement, but you must keep your scrap gathered up, your old ties burned up, and your material piled as neatly as possible. In addition to these, I find that ditching makes a great improve-



Foreman L. F. Wilkerson, who won prize for best section on the Lake Branch, Akron Division. The picture of Mr. Wilkerson with the "feather in his cap" was drawn by the foreman himself. Its publication will be a surprise to him

ment; not only does it look better, but it helps to keep tracks drained. I watch to keep cross ties always straight when they are put in the tracks."

The interesting cartoon above shows Section Foreman L. T. Wilkerson, Chardon, Ohio, who won the prize for the best section on the Lake Branch. This cartoon was drawn by Mr. Wilkerson himself, and given to Car Inspector F. J. Burr, whose daughter, Miss Treva Burr, kindly loaned the picture to the Magazine. Mr. Wilkerson, no doubt, will be surprised to see this in print. The feather in his hat represents the prize that he won for the fine condition of his section.

### R. E. Eader, Baltimore Division, Prize Winning Supervisor

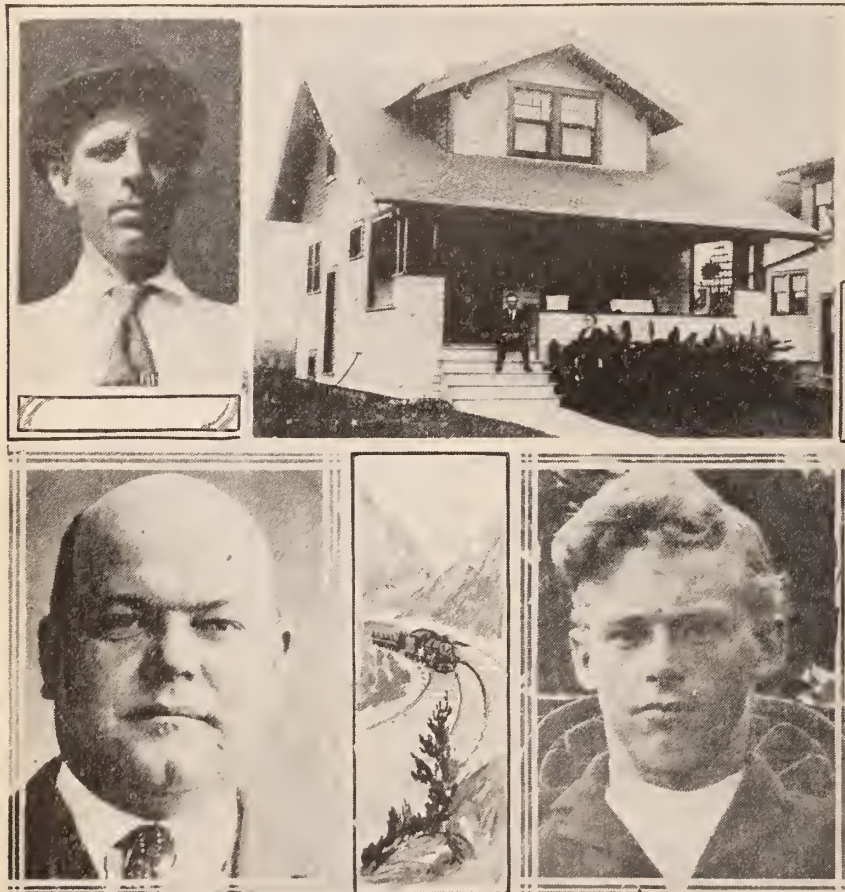
R. E. EADER, supervisor, Baltimore Sub Division No. 1, Washington Branch to Herring Run, won the first supervisor's prize of \$100. for the year 1922.

Mr. Eader was born on April 26, 1883. He entered the service of the Baltimore and Ohio on March 8, 1901 as laborer, Maintenance of Way Department, Cumberland Division. In 1904 he was made foreman, Cumberland Division, and in 1912 he came to the Baltimore Division in the same capacity. Five years later he was made general foreman, and in a few months became supervisor, with headquarters at Gaithersburg, later reporting to Washington Junction and Camden Station, Baltimore.

### The Boss's Job?

Essentially, to make the Railroad go, and go in every sense of the word. That means making the greatest possible number happy—employes, shippers, passengers, security holders. And he can't favor one at the expense of the other—the factors are too mutually dependent. What helps one helps the other and visa versa.

When our "boss," our president, asks us to "Stop That Leak," he is only asking us as employes to help ourselves.



SOME OF THE PRIZE WINNERS IN THE BEST SECTION CONTEST

Upper left: A. E. Carnicon, Section 14, Beardstown, Ohio. Upper right: Supervisor and Mrs. W. M. Reynolds, Garrett, Indiana. Lower left: Supervisor R. E. Eader, Baltimore Division. Lower right: Foreman L. J. Moyer, La Paz, Indiana





# Safety Roll of Honor

## Staten Island Lines

**Conductor R. Balsam.** John Street, Elm Park. December 15. Observed broken rail in eastward track. Signalled engineer to stop train. Went back with flag and found 10 inches of broken rail. Flagman left to protect eastbound track until repairs could be made.

**Engineer C. W. Miller.** Near Verdons Shipyard, West Brighton, December 12. Discovered broken rail in eastbound track. Reported condition to towerman at Port Richmond. Trains notified to run carefully.

## Baltimore Division

**Conductor M. J. O'Neill and Engineer W. E. Blizzard.** Extra engine 440, Collingdale, Pa. November 25. Overtook Philadelphia and Reading extra with broken coupler on fourth car from rear end. Conductor O'Neill advised conductor of other train that as 524 was getting close, he had best go to East Side, and that he, Conductor O'Neill, would couple to and bring the rear portion to East Side so as not to delay No. 524. Engineer Blizzard was in charge of engine 440 which brought its own train and that of the rear end of the Philadelphia and Reading train into East Side and cleared for No. 524.

**Brakeman S. L. Lambert.** Riding engine 4474, pulling train No. 97. December 13. Heard unusual noise under engine as it passed Loreley. Notified engineer. Train stopped. Investigation showed broken rail. Notified track walker to remain and flag approaching trains; threw off message for operator at Poplar, advising him to notify track foreman to repair track.

**Conductor J. C. Williams.** East Side, Philadelphia, Pa. November 27. Bridge on Eastwick Branch caught fire. Prompt action on part of Conductor Williams in pulling about 10 cars off bridge probably saved them from destruction.

**Watchman Robert Ringross.** Hanover Street Crossing. November 19. Noticed broken arch bar dragging under Baltimore and Ohio 106674, Extra east, engine 4465, passing Hanover Street bridge. Called operator at Riverside. Car pulled to clear and examined by train crew.

**Operator J. M. Cunningham.** Hollofield, Md. October 30. Noticed brakes sticking in tenth car in train of engine 4445, train No. 96, east. Called agent Ellicott City, who had train stopped and brakes released.

**Operator J. F. Elste.** Poplar, Md. December 10. Discovered broken rail on curve of eastbound track of pull-out switch. Notified train dispatcher and track foreman. Slow speed restriction put on track and rail replaced.

## Connellsville Division

**Mr. Harry Ritchey.** Hyndman, Pa. December 13. While on way home discovered broken rail in westward main track.

Got in touch with operator by using emergency telephone, and, on advice of operator, flagged train No. 13 east of point of trouble. Accompanied train to point where rail was broken, train passed over rail at low rate of speed and proceeded without further difficulty.

**Brakeman R. R. Whipkey.** Connellsville Yard. November 22. Noticed 2 1/2 inches of flange broken from wheel of N. Y. C. 330903, under load of coal, in train of yard engine No. 6025. Arrangements made to have car switched out and placed on repair track where wheels were renewed.

**Track Walker W. H. Bittner.** Glencoe, Pa. December 27. While Extra east 7303, with 65 loads, was taking water at Glencoe, discovered leading wheel of Baltimore and Ohio 173197 had 18 inches of tread broken to 1 1/4 inches under gauge limit. Crew notified and car set off at Glencoe.

**Ticket Agent L. B. Mack.** Uniontown Ticket Office. January 2. Reported train No. 73, engine 4845, as having passed that point with brake rigging dragging on rail. Train stopped at Oliver EDT. Crew found trouble to be with P. R. R. car 57615, bolt out of hanger and rigging on rail.

## Pittsburgh Division

**Operator J. P. Davidson.** Layton Tower December 31. Noticed heavy piece of iron casting lying in middle of track, which

would not clear pilot of engine or car trucks. Removed casting from all running tracks.

**Operator C. W. Potts.** Etna, Pa. January 8. Noticed brake beam down on car and dragging on ties about 15 car lengths from caboose. Notified conductor, who stopped train at Pine Creek and removed rigging.

**Operator Nora A. Erdei.** FY Tower, Pittsburgh, Pa. Noticed bridge on fire. Carried several buckets of water and secured assistance of Lieutenant McKee of the Carnegie Mills, who helped her to extinguish fire.

**Leverman J. Tobias.** Denmler, Pa. January 6. Noticed all wheels sliding on P. R. R. car in train of Extra 4595, east. Notified operator at MK Tower, who, in turn, notified crew.

**Operator A. A. Hostetler.** Downieville, Pa. January 6. Noticed rear truck on Baltimore and Ohio car 184595 broken down and riding rail. Stopped train and notified crew.

## Charleston Division

**Mr. Abel Friend.** Gassaway, W. Va. While walking to the home of his father, two miles south of Gassaway, discovered a slide which would interrupt traffic. He walked back to Gassaway and reported condition to dispatcher.

The following named engineers have been commended for making over 100 per cent. fuel performance during November, 1922.

**B. F. Hoover, H. O. Bailey and Scott Mullins.**

**Mr. Walter McElfresh.** Bower, W. Va. Rendered valuable assistance in making repairs to telegraph wires near that station.

**Agent M. F. Hutson.** Bower, W. Va. Assisted twice in restoring wire communication which had been interrupted by storms.

Statement of observances and corrections by operators, Cumberland Division

Date	Train	Engine	Direction	Employee	Occupation	Location	Truck Broken Down	Brake Rig'n Down	Broken Rails	Brakes Sticking	Bulged Car	Car Door Swinging	Cars Broken Open	Hot Car Boxes	Total
1922															
Oct. 13	Ex.	4418	East	E. H. Gross	Operator	Okonoko	x								
Oct. 20	Ex.	4428	East	O. J. Rash	Operator	Hancock	1								
Oct. 18				W. B. Durr	Operator	Hardman		1							
Oct. 20				S. E. Elsey	Operator	Hardman			1						
Nov. 21	97	7115		J. H. Robertson	Agent	Austen		1							
Dec. 23				C. R. Trickett	Operator	Blaser			1						
Dec. 1	Ex.	4470	East	G. W. Kaylor	Operator	Green Spring			1						
Dec. 26	Ex.	4472	East	G. W. Kaylor	Operator	Green Spring				1					
Dec. 31	Ex.	4455	West	G. W. Kaylor	Operator	Green Spring					1				
Dec. 23	Ex.	4428	West	V. D. Twigg	Operator	Green Spring		1							
Nov. 27				A. C. Hardy	Operator	Okonoko			1						
Nov. 3	Ex.	4426	East	B. A. McCullough	Operator	Sir Johns Run							1		
Nov. 19	97	4467	West	J. L. Schroder	Operator	Martinsburg									x
Nov. 12	Ex.	4450	West	J. L. Schroder	Operator	Martinsburg									1
Dec. 27	Ex.	4455	East	J. L. Schroder	Operator	Martinsburg			1						
Dec. 29	Ex.	4439	West	J. L. Schroder	Operator	Martinsburg			1						
1923															
Jan. 3	94	4401	West	J. L. Schroder	Operator	Martinsburg									x
Jan. 3	Ex.	4458	West	J. L. Schroder	Operator	Martinsburg									x
Jan. 7	96	4438	East	J. L. Schroder	Operator	Martinsburg				1					
Jan. 9	Ex.	4416	West	J. L. Schroder	Operator	Martinsburg				1					
Jan. 13	96	4480	East	J. L. Schroder	Operator	Martinsburg		1							
Jan. 14	Ex.	4436	West	J. L. Schroder	Operator	Martinsburg									x
Jan. 10	94	4478	East	W. A. Ditto	Operator	Orleans Road				1					
Totals							1	4	4	6	1	1	1	5	23

x Indicates car set off.





The following named employees of the Charleston Division have been commended:

**Brakeman J. B. White** and **Conductor R. A. Brake**, for special courtesy shown to passengers on our trains;

**Agent G. F. Walbert**, of Exchange, for close attention to duty and for his special endeavors to "Stop That Leak;"

**Section Foreman J. V. Skinner**, Orlando, W. Va., and **S. M. Cochran**, for picking up and forwarding to the stores good material collected along the line;

**Agent M. F. Hutson**, for rendering valuable assistance to our Traffic Department;

**Conductor W. B. Peterson** and **Engineer E. W. Hall**, for exercising good judgment in getting train moving out of Flatwood under trying circumstances.

**Chicago Division**

**Conductor A. C. Smith**, Garrett, Indiana, and **Operator F. M. Thornton**, St. Joe, Ind. December 31. While No. 94 was passing Concord Conductor Smith observed fire flying from car wheel. Telephoned Operator Thornton, HK Tower, who wrote out message to engineer of train No. 94 and handed it to conductor as train passed tower. Train stopped immediately and brakes on car found to be sticking.

**Conductor L. I. C. Baker**. Garrett, Ind. December 6. When engine No. 4327, of which he was in charge, stopped at Union Center, discovered piece broken out of rail. Notified section men who repaired track before train left Union Center.

**Hocking Valley Operator E. B. Fish**. Fostoria, Ohio. When Baltimore and Ohio engine No. 4152 was passing Fostoria, Mr. Fish noticed brake beam down in one of cars. Immediately notified crew who stopped train before an accident occurred.

**P. R. R. Operator Harshman**. Tiffin, Ohio. January 10. While extra engine No. 4252, west, was passing Pennsylvania Tower, observed something dragging on train. Called Operator Keller, who had train stopped. Discovered brake rigging down.

**Operator J. R. Rady**. Kellar Tower. January 10. Stopped train when notified by P. R. R. Operator Harshman and had condition corrected.

**Brakeman W. H. Green**. Garrett, Ind. December 28. Found broken rail 6 car lengths east of Maumee River Bridge. Immediately reported condition. Rail changed.

**Newark Division**

**Flagman O. Irwin**. Train Second No. 70, Bridgeville, Ohio. December 12. While waiting at Bridgeville for Train 47, found broken top and bottom archbars on front truck of P. R. R. car 283202, loaded to full

capacity with gravel for Barnesville. This car is of low-sided series, hiding much of truck construction; therefore vigilance is necessary to detect defects.

**Akron Division**

**V. Slorgie**. January 8. Noticed broken arch bar on tank car UTLX 31804 and notified train crew who had car set out.

**Operator E. C. Brown**. Homer, Ohio. January 6. Noticed fire flying from car in train of engine No. 4319. Train was stopped and journal was found broken off on H. J. H. 24. Also discovered fire flying from car in train of engine No. 4244 on December 29. Investigation showed train off center.

**Operator T. L. Sierling**. Newton Falls. Discovered unsafe condition in car of N. Y. C. train Nos. 4005-4007, east. Notified train crew. Car set out.

**Conductor R. G. Stanhope**. Found broken arch bar on F.R.X. 700, tank car of gasoline. Car set off without damage.

**Conductor C. V. Underwood** and **Engineer J. J. Lynch**. Avon. January 19. Discovered broken rail on No. 2 track.

**Section Foreman Rozario Tarzia**. December 20. Akron Junction. Noticed brake rigging down on P. R. R. 11399. Notified train crew. Car set out without damage.

**Ohio Division**

**Operator Charles Toops**. Wilmington, Ohio. December 10. While at stock pens discovered broken rail. Called section men and repairs were made. Probably averted derailment and damage to stock pens.

**St. Louis Division**

**Mr. A. H. Schleuter**. Breese. Observed burning waste from car with hotbox had been set out at Breese and had been thrown on top of coal loaded in the car. Went to car and removed burning waste.

**Flagman A. Graham**. Train 88. Kenner, December 24. While heading out of passing track noticed caboose rocking. Investigated and found 18 inches of rail broken out of passing track. Track protected and repairs made.

**Toledo Division**

**Operator W. L. Small**. SW Cabin. January 2. While Extra 4212 south was passing, heard noise which he supposed to be brake beam dragging. Ran out and flagged train. Discovered truck down, riding top of rail caused by arch bar breaking on heavily loaded box car, P. L. 559448. Averted derailment and serious delay to traffic.

**Bowling League Games**

BALTIMORE				
Sauerwein.....	109	96	118	323
Gaither.....	112	89	102	303
Pritchard.....	98	102	102	303
Warren.....	87	88	...	175
Herschel.....	...	...	90	90
Gallery.....	98	110	116	324
	504	486	528	1518

WASHINGTON				
Langley.....	90	85	89	264
Weeks.....	129	93	96	318
Streiter.....	85	92	107	284
Stanley.....	88	77	116	281
Williams.....	95	99	104	298
	487	446	512	1445

The team from the League that played Cumberland at Cumberland some few weeks ago again met the Cumberland team at the Y. M. C. A., Baltimore, and won the honors of the evening by a margin of 47 pins. Score follows:

BALTIMORE				
Sauerwein.....	113	80	93	286
Gaither.....	134	105	116	355
Warren.....	109	110	114	333
Pritchard.....	101	94	101	296
Gallery.....	110	131	106	347
				1617

CUMBERLAND				
Campbell.....	97	118	94	309
Onderdonk.....	93	111	119	323
Holden.....	102	91	104	297
Clark.....	105	85	102	292
Trail.....	96	124	129	349
				1570

Games were rolled on the evening of January 13.

**Record Rail Laying Performance at Tontogany, Ohio**

A force of eight men, including two foremen, comprising the two regular section forces at Bowling Green and Haskins, Ohio, recently made a record performance in laying rail on the Wye at Tontogany.

Operator J. P. Christy, who reported the performance, advises that they changed 32 rails in 1 hour 40 minutes, and because of the heavy movement, "these boys had to hurry."

Section Foreman Bert McCann, Bowling Green, and William Van Scooter, Haskins, are the second and third men from the right in the accompanying picture.



The Section Gang That Made a Record Performance





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Building

#### Law Department

Correspondent, GEORGE W. HAULENBECK

In the December MAGAZINE, the Editor advised every one to read the Biblical account of the birth of our Saviour; Charles Dickens' "Christmas Carol," and a story by Mabel Mary Wirres, entitled "Christmas Comes to Cove Crossing," printed in the December number.

Before going to Bethlehem on my usual week end trip, I read the story and *cried*. Reaching my destination I read it to my sweetheart, Susan Anne Trageser, and *cried again*. Susan, wonderfully intelligent, asked me to read it again before I returned to Baltimore, and I had *another good cry*. "*Est q ae am fiere voluptas.*" (There is in weeping a certain pleasure.)

I am wondering if this writer has had any of her stories declined. It should be interesting to railroad men and their families.

Messenger Roy Gee came here in October and his advent is duly recorded. This is the way he feels about it. "I feel honored indeed to be a worker in the Law Department vineyard. The ladies and gentlemen are very polite and willing to give one a chance to get along. From the general counsel to the youngest lawyer they are mighty nice."

#### Helping to Economize

I have been observing our young men in opening packages of stationery and I see they are bent on furthering the economy drive by saving the string and big sheets of paper. John Wanamaker always did this and you can see how he succeeded.

#### Edward Bok

Edward Bok, when a stenographer, always left a clean note book when he closed for the day. Once his employer was late in dictating, and when Bok handed the letters for signature he explained that it was his custom to remain at his desk until he had finished up the day's business! His next pay envelope contained an increase. His fellow clerks were not similarly favored.

#### Esther Bernstein

Mrs. Esther Bernstein, a capable stenographer, came with us the day I celebrated my seventy-ninth anniversary, October 9. I have looked in vain for errors in her work. Efficient and competent women stenographers gravitate to the Law Department. Efficiency is the only requirement.

#### Her Only Consolation

"If the wife is plump, her only consolation is that she can't wear last winter's coat."

#### Office of General Manager

##### Eastern Lines

Correspondent, H. E. WEIFENBACH

We are sorry to have missed the January issue, but we'll endeavor to do better in the future. This time we have some real news. There have been some changes in this office, which, like most changes, leave us wondering whether to be sorry or glad.

First on the list, we lost our "Duke," James D. Hedding, who, tiring of the uneventful life of a "Stenog," allowed his eye to wander and to finally rest upon the vocation of a mariner. We expect that he now will lead a sailor's life of thrills. In other words, "the duke" has gone with the Munson Steamship Company. We all wish him much success.

In Mr. Hedding's place, we have with us John Hillary Johnson, who was transferred from the Relief Department. We extend to him a hearty welcome, and to the Relief Department, our sincere sympathy.

Next on the list, our own little "Tommy" took his leave. This came as a surprise to us, but as Mr. O'Connell is bettering himself, his new position being that of secretary to chief of yard and terminal operations, we are glad for his sake, and extend to him, too, our heartiest wishes for success.

Also, we again have with us G. F. Zimmerman, a former member of this office, who has been transferred from the position of secretary to Superintendent Shriver to secretary to assistant to general manager, vice Mr. O'Connell.

There is much more to tell, but there is just room to add a word about economy. I have had occasion to visit Havre de Grace, Md., a number of times in the last several months, and have become acquainted with Mr. Brown, our watchman on the Susquehanna River Bridge. Mr. Brown is interesting to talk to, and chief among his many good qualities is his real loyalty to the Company for which he works. He says that he feels that the Company is giving him his living, and that he would be harming himself if he did not work for its best interests.

And this brings me to the point I wish to make about economy. If each of us would only feel as Mr. Brown does, that this is not only the Company's business, but his own business, the source of his income, he need never be asked any more to strive for econ-

omy. If we were in business for ourselves, we wouldn't have to have anyone tell us to be economical. We would just be that way for our own good.

Here is a suggestion on economy. IMPROVE THE SERVICE. How? Why those of you who have occasion to ride over our lines, keep your eyes and ears open, and when you see something that needs correction, report it at once to your superior officer. For instance: At one place, the crossing bells were out of order, and it seemed no action was taken to correct the condition. Report was made at once, and the likelihood of a serious accident was averted, thereby resulting in saving of money, AND LIVES. In other words, this is ECONOMY.

#### Baggage and Milk Department

Correspondent, MABEL MENGES

We are sorry to learn of the death of Frank X. Wills, which occurred on January 7.

Mr. Wills had been in the baggage service at Pittsburgh since 1907, where he served continuously until his recent illness. While he was confined to his home for a month, his condition was not considered serious until about a week before the end came, when he rapidly grew worse.

The funeral services were held at his home in Hazelwood on January 9.

We extend our sincere sympathy to his family.

#### Found

On one of our New York trains some weeks ago, one perfectly good pair of crutches with every indication of having seen considerable service.

We should like to locate the owner as we are anxious to know whether he was a convert of Emil Coue, or just what was the secret of his miraculous recovery.

Alfred G. Weber, our district baggage and milk agent, headquarters in Pittsburgh, spent Christmas with his family in Baltimore.

J. A. Hodges, one of the checkmen in the Camden Station Baggage Room, spent the Christmas holidays in Canada hunting "dear."

We don't know what her name is, but we understand she is one of the most wonderful little nurses that ever nursed a soldier in France.

After efficiently serving the Company for nineteen years as baggage agent at Union Station, Dayton, Ohio, Harry W. Almoney resigned that position in December to devote his entire time to the transfer and taxicab business.

While we regret to lose our experienced and competent baggage agents, we feel sure that Mr. Almoney's vacancy will be capably filled by the former assistant baggage agent, Bert DeHart, who has been appointed baggage agent.

#### Engineering Department

Correspondent, OSWALD K. EDEN

T. E. Hilleary, D. D. Know what the D. D. signifies? Colonel Browne will enlighten you.

It has come to my attention that one or two of my co-workers have been instrumental in securing passengers for the Baltimore and Ohio. They are to be congratulated. It shows they have the Company's interest at heart.

Our general manager, Western Lines and former chief engineer, R. N. Begien is to be congratulated on his article or "Organization" in a recent issue of Railway Age. As he said, and as I have been taught



so much more depends upon the individual filling a position than upon the position itself, as to whether or not that certain cog in the hub is going to function properly.

We wonder what "the girl he left behind him" in Philadelphia thinks of H. P. R. Never mind, H. P., it is only two hours journey to the City of Brotherly Love.

"Ted" Ziegfeld, draftsman in Office Engineer Milburn's office, deserted us for a more lucrative position with F. N. Iglehart & Co., real estate brokers, Baltimore. While we were sorry to see you go, Ted, we feel sure you will make a success in your new enterprise, and we wish you the best o' luck.

When are you going to take us for a drive, "Empty?"

#### Office of District Engineer, Cincinnati, Ohio

Correspondent, G. F. DAUBENMERKLE

S. G. Thompson, draftsman, left the service on January 20, to accept a position with the Cincinnati Frog & Switch Co., Oakley, Ohio. The boys are glad that he will receive a substantial increase in salary, but sorry to lose such a sunny character. Joe Kathman will miss Damon.

Talk about commuting, ask Herb Scribner how it feels to miss both the 4.10 and 5.30 the same day, thus necessitating using the 9.30 p. m. to Lawrenceburg, Ind.

We hear that Mr. and Mrs. Oren E. Hohneck intend to make their home in California, where Mr. Hohneck has a responsible position. Mrs. Hohneck is A. H. Griffith's eldest daughter. Our best wishes follow them, but we know that the "boss" will lose a choice companion in Master "Bill."

J. J. Kolker, accountant, secured five passengers from New York City to Cincinnati during January, 1923. Through friends John learned that a group were leaving Scotland and induced them to use our road. Let's all cooperate by such actions and prove that we are working for the Company. This will make the Baltimore and Ohio able to withstand the competitive stress of this period. Let's make 1923 a banner year for passenger and freight. It can be done!

Engineer of Construction A. M. Kinsman was in the office recently. He was looking fine and the boys were all pleased to see their former "chief."

#### Office of District Engineer, Pittsburgh, Pa.

Correspondent, J. M. WHEALAN

Field Accountant

Come on you folks! Let's have some constructive suggestions on Saving!

Our office recently surprised the newly-weds, Mr. and Mrs. C. R. Borland, with a handsome silver set as a wedding gift. Needless to say, everybody was pleased and delighted. It was noticed, however, that several of the married members of the force heaved a sigh when they inspected the gift.

The younger members of our organization were surprisè guests of Mr. and Mrs. P. J. Rodgers at their home, 638 Boggs Avenue, Mt. Washington, Pittsburgh, on the occasion of their "woolen" wedding anniversary. Mr. and Mrs. Rodgers were the recipients of a handsome pair of blankets from the members of the crowd, who spent a most enjoyable evening, and left, wishing the happy couple and their lovely family many happy returns. We all enjoy going to Phil's house.

It was noted during the course of the evening that there were many anxious

inquiries as to the time of cars, etc. How times have changed!

Our personal acknowledgements, on behalf of the organization, are due Miss Margaret Ward for her self-sacrificing efforts in acting as buyer for us. We could not get along without her

We are sorry to see our Editor become a backslider so soon. His New Year's resolution to have the Magazine in our hands on January 2 has not been kept.

#### Office of District Engineer, Baltimore, Md.

Correspondent, J. FORD COLLISON

Mr. Teders has moved most of his force down to Mt. Royal Station from Philadelphia, taking R. C. Howard's office. Mr. Howard being granted a leave of absence on account of illness. W. W. Gwathmey is in charge of the Philadelphia office now, Messrs. Boettger and Kennedy being the only ones left there with him. O. L. McCabe has moved to Parkersburg, and is in charge of the work at Bridge 935 crossing the Little Kanawha River.



Philip B. Loechel  
(See Transportation Notes)

You ought to see the tie that Joe Jones received for Christmas. Talk about danger signals, that beats them a mile!

We are sorry to hear of the illness of Clarence Young's mother. We sincerely hope for a quick recovery.

We are glad to know that Mrs. Harrison and her eldest daughter, wife and daughter of our chief clerk, have recovered from an attack of scarlet fever.

#### General Freight Claim Department

Correspondent, NORMA H. APPLGARHTE

Did we have a Christmas Tree? I say we did; and it was a beauty, most artistically trimmed by Brother Aro. We also had a dandy entertainment, which started off by the entire office force singing "Oh Come All Ye Faithful," and then the master of ceremonies, Mr. Hagerty, announced an address by our chief, Mr. Glessner. Mr. Glessner decided not to delay matters, and therefore made his address rather short, thanking all for their loyalty in the past

and wishing us the compliments of the season.

The following took part in the programme: Miss Margaret Wagner, pianist (The Jazzy Jazz Artist); Messrs. Chlan, Bullinger & Mummert, violinists; Mr. Koenig, saxophone; Mr. Wooten, cornet; Mr. Duval, the drums; vocal soloists, Mr. Hagerty and Miss Bredehoeft; instrumental soloists, Miss Wagner, and Messrs. Chlan and Wooten; recitations by Miss Starke of the Coal and Coke Receipts Department; Christmas Carols, by entire office under direction of Mr. Hagerty.

The last but not least was our shell shocked quartet, consisting of Messrs. Stage, Chaney, Williamson and Hagerty, ragtime specialists.

The popularity of Herman Alker was forcibly demonstrated by Mr. Hall in his speech of presentation of a little gift from the girls of the Typist Division.

Our thanks are due Mr. Glessner for his permission to hold this Christmas entertainment, and we also owe a vote of thanks to Chairman Riggan and other members of his Entertainment Committee, as well as those who contributed their services to make it such a wonderful success.

On January 8, at nine a. m., Miss Grace Norris, secretary to the assistant to the general freight claim agent, became Mrs. Albert Remke.

The wedding at St. Martin's Catholic Church was attended by many friends and the families of both. A wedding breakfast was served at the home of the bride after the ceremony.

Mr. and Mrs. Remke will reside in Denver, Colo., where Mr. Remke is vice-president of the Home Sweet Home Gold and Silver Milling and Mining Co.

George Collins is wearing a broad smile, all because he is the father of the first boy born in Maryland, January 1. A New Year's gift worth while.

Another addition to the Baltimore and Ohio family is Master Charles A. Blackburn, Jr., born on January 6.

Miss Sarah Morris and Miss Carrie Runge are the latest additions to the Engaged Force. We'll have lots of news about June brides, we are sure. Don't forget to save for yourself, for the Baltimore and Ohio, and for the weddings to come.

#### Transportation Department

Correspondent, LUKE K. BURNS

The MAGAZINE has received the following interesting communication. We respectfully invite all to read and to be governed thereby.

HAGERSTOWN, MD., Dec. 24, 1922.

Dear Aunt Mary:

In the September issue of the MAGAZINE, our mutual friend, Mr. (please emphasize the Mr.) Luke Burns had three items, each of which mentioned something about Harry Sherry, Harry Burns and me. They said all of us had girls—baby girls, I mean, daughters, you know. About our baby he said:

"Whew! All of 'em are girls! Wonder what this Railroad's coming to!"

Well, all this would fit in O. K. with the story about Burns and Sherry, as their children are girls, but I'll tell the world my baby is a boy. His name is Philip B. This picture was taken in October, when he was eight and one-half months old.

Please correct the article referred to and use this picture. It may help some to prove the statement.

Yours truly,  
(Signed) H. F. LOECHEL



# His Hamilton Times 500 Trains Every Day

**W**ILLIAM K. JACKSON, Towerman, of the Rock Island Lines, must have an accurate watch. He handles 500 trains daily at Englewood Station, Chicago, where the tracks of the Rock Island, Pennsylvania, New York Central, and Nickel Plate cross.

Mr. Jackson has been an employee of the Rock Island Lines for over thirty years, and eighteen years ago purchased the Hamilton Watch which today marks accurate time for his important work.

Wherever accurate time is a necessity in Railroad work, be it in the Engine Cab, Coach, or Signal Tower, there you will find the Hamilton Watch. The Hamilton is the choice of Railroad Men because it is first of all Accurate, and also sturdy and dependable.

If you want a watch for time inspection service that will render you dividends of True Time,

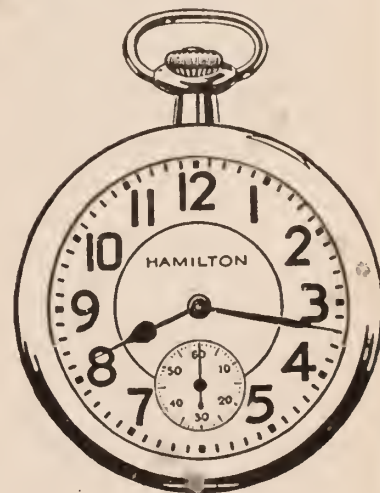
*Ask to see the Hamilton No. 992,*

*Priced at \$48.50 for the movement alone.*

*For other than inspection service ask for the 974, priced at \$25.00 for the movement alone.*

Any Jeweler will be glad to show you this 21-jewel "Railroad Timekeeper of America." We will be glad to send our new booklet the "Timekeeper" to any Railroad Man interested.

HAMILTON WATCH COMPANY  
LANCASTER, PA., U. S. A.



# Hamilton Watch

"The Railroad Timekeeper of America"



### Valuation Department

Correspondent, J. A. RENEHAN

Wedding bells have booked another date in the Valuation Department. F. H. Little, draftsman, has signed the contract. We have been unsuccessful to date in learning her name, but we hope to in the near future. Since hearing of this one we find Miss Waugh wearing a sparkler, and understand H. E. Schutte is falling fast. Begin saving your pennies, folks; events are upon us!

On January 15, C. N. Cathcart, this office, was installed as Master of Cassia Lodge, No. 45, A. F. & A. M., and on January 25, O. G. Wilbur was installed as Master of Pythagoras Lodge, No. 123, A. F. & A. M. A large delegation from the department was present on each occasion and congratulated each upon his achievement.

Gossip has it that C. C. Dougherty failed to attend the luncheon at the Engineers' Club on a certain Thursday in January. Perhaps he was in Washington.

How can we help in the Stop That Leak drive? Well, we can prevent waste in the small things, stationery supplies, etc. And we would not be in this department if we were not bending every effort to see that the Best and Only has its property fully and fairly evaluated for use of the I. C. C.

Let's watch every detail. Let's get every dollar's valuation for the property that there is in it!

### Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

Our heartfelt sympathy is extended to J. P. Williams in the loss of his wife, who was suddenly stricken on January 6.

Auto accidents seem to be following the Spedden family. First his sister was badly injured by an auto truck and now "Pat" himself is laid up as the result of being struck by a machine. We hope "Pat's" injuries will not prove serious or permanent and that everything will come around all right. The only thing we can see for him to do is get a car himself and make the other fellow look out.

Judging from appearances, Santa could have dispensed with sled, reindeers, bag and everything after his visit to this office on December 23, because there could not have been a single thing left for him to deliver. Every desk received its full quota and it sure would have required the mythical pack of Santa himself to contain all the presents exchanged by the many clerks, and the selections covered about everything one could possibly think of. The usual crop of diamonds was in evidence and some mighty fine specimens were flashed upon our startled gaze. From our limited knowledge of such things, more than one struggling young lawyer, etc., has been set back a couple hundred meggs. One present worthy of mention was that received by the secretary to auditor, which was conspicuous by its absence.

Atwell had the Christmas spirit with him on the night of December 22 and celebrated by copping the wood for a 348 count. This is a new league record for three games and places him near the top of the heap. Head Lights set up a new three game mark on the night of January 12 with a total of 1458. Standing of teams including games of January 12:

	WON	LOST	PER CENT.
Royal Blues.....	32	19	627
Head Lights.....	31	20	608
Pull Men.....	25	25	500
Bumpers.....	14	37	274

### Auditor Disbursement's Office

Correspondent, JOHN C. SVEC

For the edification of his many bowling friends we present a "striking" pen sketch of our ex-premier bowler, Martin Haneke.

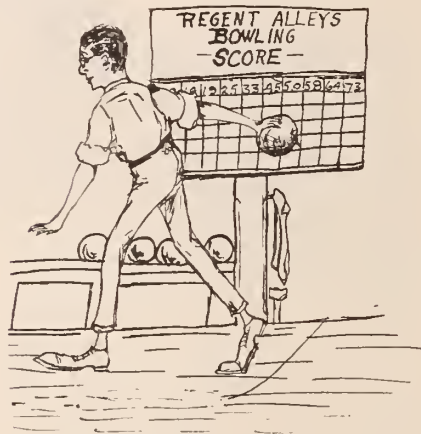
It is rumored that Martin is in love, which possibly accounts for the woeful slump in his batting average as will be noticed by the score shown in the sketch. We hope that he will soon get his eyes off the "flappers" and on the pins.

Chances to help in the "STOP THAT LEAK" drive are not so great with us as with the folks operating our trains. We can, however, be careful with stationery supplies. And we can always boost our service. Every passenger we get is so much "velvet" revenue.

### Auditor Freight Claims Department

Correspondent, NELLIE F. COLLISON

Our Christmas cheer began early. Crossing the threshold of our office on the morning of December 23, old Santa Claus had



Ex-Premier Bowler Martin Haneke, Office Auditor Disbursements

already preceded us, and to our wondering eyes did appear a most wonderful Christmas tree. Such an exciting morning—work was next to impossible. First, a parade of the dignitaries, including Mr. Ekin and his wonderful smile; Dapper Mr. Deverell, who voiced his Christmas greetings in a letter read by our "chief," the latter taking this opportunity also to wish us the "Merriest of Christmases" and "Most Prosperous of New Years;" Mr. Owens, Mr. O'Malley and Mr. Rider. Then finally the welcome signal joyfully buzzed the hour of noon and "the dance was on."

Santa was with us in a few minutes and before us spread a heaping pile of "Martha Washington's" and boxes of cigars, ordered through the Jolly Old Man by our chief clerk, his way of wishing us Merry Christmas. Filled to the brim with all this cheer, we marveled again at the talent in our midst. Mr. Kavanaugh was with us and from another department we borrowed a "dancing man," who knew how to "lame duck," wiggle and wobble, etc., to the strains of the A. F. C. Symphony Orchestra. Well, we ate candy, smoked cigars, quaffed punch, listened to our celebrities and danced, until we were so full of Christmas we just had to tear ourselves away in time to help add the finishing touches for the celebration at home.

Then along came the Saturday before New Year's day when all our pleasures were resumed and added to—our Mr. Kabernagle exhibiting his terpsichorean art and old "Dan Tucker" had nothing on him.

The spirits of "Goodwill" and "Good Cheer" are surely among us. Everyone has

been entertaining everyone else. Otten started the ball rolling and even some of the gentlemen rolled it further; then "Emmy" entertained and has been voted the "Leader of our Four Hundred." The Question and Answer game, old yet ever new, was indulged in; then the Christmas Tree was untrimmed and a tiny, tinsel ball held in its depths a command, and Grace, blindfolded, drew a pig around; Mildred demonstrated her idea of a proposal; Otten whistled "Annie Laurie" on that exquisite instrument, the comb; Margaret told a joke—ask her to repeat it (it's awfully funny); and our Lillian Prenger sat on a pint milk bottle and threaded a needle. It was an amazing feat and the noise emanating from the house caused the neighbors much speculation as to whether a murder scene was being rehearsed. Right here, we don't want to forget the credit due "Big Sister."

Ethel sprang a big surprise, which none of you would have missed had you known about it.

The year Nineteen Hundred and Twenty Two has passed, leaving in its wake happy memories of picnics, musical revues, holiday cheer, etc., and our chief and those conducting the affairs of the Welfare Association are to be congratulated upon their big achievements and the good-fellowship feeling astir within us. But, dear readers, do not think that picnics and general good times are our daily occupation—no, they are rather our avocation and had you heard the message from our chief a few days ago, you would have faith in our indefatigable efforts to help keep in motion the wheels of progress, revolving for an industry more necessary to the welfare of the human race than most individuals have time to consider.

Just before Christmas our Sara entertained a few friends at cards, and our Carl E— spent a few days pondering over the first prize, something "pink and ready-to-wear." He imagines he is a good guesser, but must show us!

Great merriment pervaded the office on Monday morning, January 8, when our chief clerk made his appearance minus the hirsute adornment previously attached to his upper lip. Whatever tempted him, we do not know; but we trust that not many temptations of such an enticing nature will beset him, if such changes for the worse are to transpire.

Most of us consider diamonds worthwhile and acceptable gifts, and we trust A. V. L., the "wee" wifey (when she assumes that role), will be as valuable as the most precious stone.

Girls of the Dictaphone Department, listen to the appeal of your chief clerk and "Stop That Leak." It is an expensive proposition to burn three big electric lights during luncheon hour.

Our S. W. is a wise old owl. Just as soon as news of the "big leak" leaked out, he added to his possession a rubber stamp, reading "Stop That Leak," and is stamping it on bills of lading and freight bills, those well known leaky documents, being enclosed to agents. Keep up the good work and may your comrades "mark time" with you.

We thank you, H. L. M., for your efforts to ventilate the office, and one N. F. C. would gladly render "First Aid" to the man with cold feet if he could supply a remedy for an aching head.

The whys and wherefores of L. D.'s change of address to the Hartford Road are no longer a conundrum among us.



# The Biggest Opportunity of Your Life

## WILL YOU GIVE ME A CHANCE TO PAY YOU \$48 A WEEK?

I want to make you an offer whereby you can earn from \$100 to \$1000 a month, cash. And I am going to tell you how to get started immediately without waiting or delay.



\$3.00 An Hour

Carl P. King, of Kentucky, a machinist, says: "Since I received my outfit the time I've spent calling on customers has paid me \$3.00 an hour profit."



\$625 A Month

Andrew B. Spencer of Pennsylvania is an insurance man who represents us in spare time. We paid him \$625 for one month's spare time.



Large And Steady Profits

J. J. Maher of Maine, finds the Comer Business a sure way to steady and large profits; he averages \$250 to \$3.0 a month and frequently goes over the \$500 mark.



\$256 For One Month's Spare Time

F. E. Wright, South Carolina railroad man, finds the Comer Agency a great profit maker. \$256.56 for one month's leisure hour's effort.

You can be your own boss. You can work just as many hours a day as you please. You can start when you want to and quit when you want to. You don't need experience and you get your money in cash every day when you earn it.

### THESE ARE FACTS

Does that sound too good to be true? If it does, then let me tell you what Carl Rowe did in a small town in New York State. Rowe was a baker earning \$50 a week. He accepted my offer. He did just what I am trying to get you to do. In his spare time he made as much as \$800 a month. Then he quit his job as a baker and by spending all his time at this new work made from \$900 to \$1,200 a month. You can do every bit as well as he did.

If that isn't enough, then let me tell you about E. A. Sweet of Michigan. He was an electrical engineer and didn't know anything about selling. In his first month's spare time he earned \$243. Inside of six months he was making between \$800 and \$1,200 a month.

W. J. McCrary is another man I want to tell you about. His regular job paid him \$2.00 a day, but this wonderful new work has enabled him to make \$9,000 a year. Yes, and right this very minute you are being offered the same proposition that has made these men so successful. Do you want it?

### A CLEAN, HIGH-GRADE, DIGNIFIED BUSINESS

Have you ever heard of Comer All-Weather Coats? They are advertised in all the leading magazines. Think of a single coat that can be worn all year round. A good looking, stylish coat that's good for summer or winter—that keeps out wind, rain or snow, a coat that everybody should have, made of fine materials—for men, women and children and sells for less than the price of an ordinary coat.

Now Comer Coats are not sold in stores. All our orders come through our own representatives. Within the next few months we will pay representatives more than three hundred thousand dollars for sending us orders.

### IMPORTANT NOTICE

The Comer Manufacturing Company is the biggest business of its kind in the world. Every statement is true. Every promise will be fulfilled and anyone writing to them is assured of honest, square treatment.

And now I am offering you the chance to become our representative in your territory and get your share of that money. All you do is to take orders. We do the rest. We deliver. We collect and you get your money the same day you take the order.

You can see how simple it is. We furnish you with a complete outfit and tell you how to get the business in your territory. We help you to get started. If you only send us two average orders a day, which you can get in an hour or so in the evening, you can make \$18 a week and more.

### MAYBE YOU ARE WORTH \$1,000 A MONTH

Well, here is your chance to find out, for this is the same proposition that enabled George Garon to make a clear profit of \$40.00 in his first day's work—the same proposition that gave R. W. Krieger \$20.00 net profit in a half hour. It is the same opportunity that gave A. B. Spencer \$625 cash for one month's spare time.

I need 500 men and women, and I need them right away. If you mail the coupon at the bottom of this ad I will show you the easiest, quickest, simplest plan for making money that you ever heard of. If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to my proposition, write your name down below, cut out the coupon and mail it to me at once. You take no risk, and this may be the one outstanding opportunity of your life to earn more money than you ever thought possible.

### FIND OUT NOW!

Remember, it doesn't cost you a penny. You don't agree to anything, and you will have a chance to go right out and make big money. Do it. Don't wait. Get full details. Mail the coupon now.

**C. E. COMER, The Comer Mfg. Co.**

Department X-65

DAYTON,

OHIO.

*Just Mail This Now!*

**THE COMER MFG., CO.,**  
Dept. X-65, Dayton, Ohio.

Gentlemen: Please send me, without obligation on my part, copy of your booklet and full details of your proposition.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_



### Office of Auditor Passenger Receipts

Correspondent, FRANK O. CLARKE

In resuming my duties as correspondent, I wish to thank Mr. Hoppman, who so well kept up the interest of our clerks in the MAGAZINE during my absence.

"Dan Cupid" scored another victory on December 26, at New York, N. Y., when George A. Lewis and Miss Marjorie Taylor, both of this office, were united in holy wedlock. The clerks of the office presented the couple with a set of Stieff's rose pattern knives and forks.

Helen sports a diamond ring,  
Says Santa brought it in his pack,  
Now here's a secret I will spring,  
Her Santa Claus's name is Jack.

The clerks of the Comptometer Bureau are all wearing eye shades to soften the flashes from Helen Kirkwood's new ring.

On Friday evening before Christmas, a fine tree was erected in the office and beautifully decorated under the direction of the office Welfare Association. A garden was also artistically arranged under the tree. The whole effect was beautiful and inspiring, eliciting many expressions of admiration. On the following Saturday afternoon, the office force and the officials gathered around the tree and sang the Christmas hymns "O Come All Ye Faithful" and "Silent Night! Holy Night!" Brief addresses were made and the season's greetings heartily exchanged between the clerks and the officers. The Christmas spirit was greatly in evidence, and all felt its genial glow. It seems not inopportune at this time to express thanks to the retiring Welfare Committee, Messrs. J. M. Finn, R. M. Billmeyer and G. F. Miller, in recognition of their untiring devotion to the good cause of making the Welfare Association a success, and for the many enjoyable entertainments which they arranged for the benefit of all concerned, not the least attractive of which was the recent masked dance.

The personnel of the new Welfare Committee, Messrs. G. F. Miller, C. F. Grund and W. L. Thomas, also gives promise of a continuation of this good work; and we extend hearty good wishes to the new committee whose efforts to carry on should be seconded by the support and cooperation of everyone so that our Welfare Association may reach the peak of perfection. "Every day in every way" let us get "better and better," until we stop that leak.

The office force appreciated the visit of Messrs. Ekin, O'Malley, Deverell, Owens and Rider on Saturday morning before Christmas. Their kindly greetings, as they

visited the various bureaus, were gracefully received, and the spirit of the Yuletide seemed fairly to radiate throughout the room.

"If at first you don't succeed, try, try again." Harry Phelps, our fellow clerk and first class Notary Public, upon hearing of a person who intended going west over another road, tried to secure this passenger for the Baltimore and Ohio. After going into details, for the purpose of drawing attention to the superior service of the Baltimore and Ohio, which we are all proud of and glad to boost, this person decided to travel via our line. Mr. Phelps feels assured that he would have lost this passenger had he not persevered, and refused to be discouraged when the lady told him she would use another road. Such perseverance is laudable and brings real results. Now let us all "Go get 'em!"

This is an excellent way to do your part in the "Stop That Leak!" drive. Get passenger traffic! Prosperity begets prosperity!

We are reprinting the following verses at the request of Miss Augusta Fenton:

#### I Care Not

I CARE not if there be a stone  
To mark the place where I may lie—  
But I would like to have some "rocks"  
Before I die.

I care not for the flowers rare  
That folks cannot afford—  
But while I live I want the cash  
To pay my board.

I care not for the salty tears  
That may be freely shed—  
What earthly good can they do me  
When I am dead?

I care not for black mourning veils  
Through which folks cannot see—  
I'm sure I'll not admire them  
Where I may be.

I care for all the loving thoughts  
My friends may have to give—  
And those I want *right here on earth*  
While yet I live.  
—Lilian Nicholson

### Pier 22, North River, N. Y.

Correspondent, JOHN NEWMAN

To W. Cornell, lighterage supervisor, grand old Veteran and good friend, go out in sympathy the hearts of all who know him either as an officer of the Company or just as a man. Death has taken from him the wife who shared his joys and disappointments during a long lifetime, and has left him desolate.

"W. C.," we feel for you. And yet:—"If

rest is sweet at shut of day for tired hands and tired feet, how sweet at last to rest for aye, if rest is sweet."

Mr. and Mrs. Cornell had been married for 53 years. They had three sons and three daughters, all still living. The youngest is now 34 years old.

Most all of us, I suppose, possess something that we cherish, are proud of and like to "show off." A man may boast of his fine watch, his dog or his wonderful baby; a woman loves to display her jewelry or furs for the envy of her friends—and the hold-up-man; a young girl will become left-handed (did you notice it?) as soon as the brilliant, "blue-white, you know, and platinum" first requisite has been pressed into its proper place; the little girl will strut about with the air of a "grand dame" to show off her new dress with the silk sash, and the little boy will resort to all sorts of stunts to draw attention to his first bifurcated garment.

My first pair of pantaloons, reaching almost to the knee, were of blue velvet and were suspended from the vest, fastened to it with big pearl buttons, and there were slits at the sides but no pockets. Did I walk around with a lofty step and the hands thrust into the slits—showing off?—I did. Happy days!

This preamble serves as my excuse for again showing off something that I am proud of: Ladies and Gentlemen, meet my daughter and grand daughter! Baby's name—Joan, nicknamed "Jackie." Some baby!—Eh? The scenic setting is at Escondido, Cal.

Miss Catherine Carroll, "Katie," cash-clerk, 26th Street station, has announced her engagement to Mr. Robert ("Bob") Marshall of the American Cau Co. (pronounced "a-merry-can-can-co"). The Tiffany solitaire that she flashes with a "hark ye and behold" gesture supports the announcement fully, and beautifully. To an inquisitive fellow employe who wanted to know "when the bells would ring" Katie replied that as soon as "Bob" was rich enough to buy her a ton of coal for a wedding present the day would be set.

Miss Adair Markman, Pier 22, also announces her betrothal, not by card or word, but by those undeliberate movements of the left hand, absentmindedly placed at rest on her bosom or in an abstract manner busied with the pompon on the left ear.

Bless you, my children!

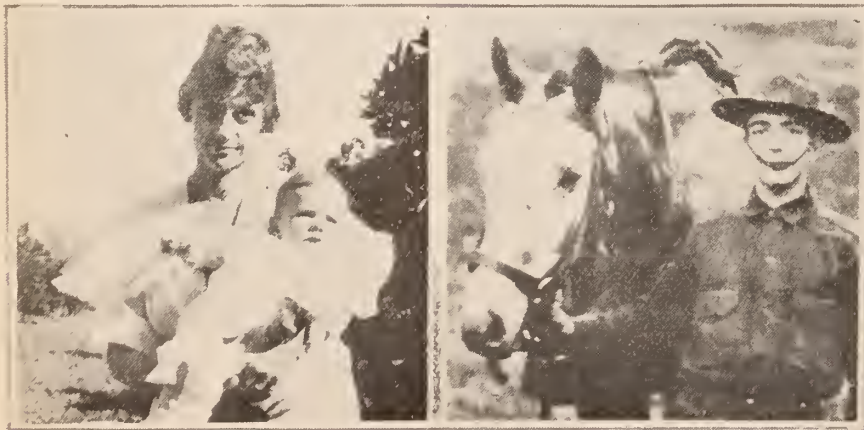
Larry Improte presents the proofs he promised, that he is a "cavalry-man," by introducing his charger. The equine looks tired but hopeful, something like the chargers that the S. C. Dept. utilizes for S. C. purposes.

### Staten Island

Correspondent, G. J. GOOLIC

Henry Hegdal, clerk to division agent, shaved himself on January 10 for the third time with a safety razor. After shaving he found out that he forgot to put a blade in the razor. Better luck the next time, Henry. Don't let the boys get your goat.

The employes of the Staten Island Lines extend their heartfelt sympathy to the family of Agent Bernard F. Fithian, Tottenville, who died at his home on January 8. His death was caused by nervous indigestion. Mr. Fithian was born on November 2, 1852. He entered the service of this company as telegraph operator on November 1, 1888. On January 1, 1913, he was appointed agent at Tottenville. Mr. Fithian had over thirty-three years of continuous service and was one of the oldest employes on this division.



PRIDES OF PIER 22, N. R.

Left, baby Joan and her mother, granddaughter and daughter of John Newman, terminal timekeeper and Magazine correspondent. Right, Larry Improte





Trainman Walter Raburn, East Shore Drill

Ernest J. Haslam is receiving congratulations from many of his friends on the arrival of a baby girl on January 7, 1923.

Congratulations are extended to Miss Rose Dolan, Division Accountant's Office, who recently announced her engagement to Mr. Charles Reinhold.

Congratulations are extended to our correspondent, G. J. Goolie, who arrived in the office on January 12, with a wonderful smile, notifying the chief clerk that "it was a girl" and weighed eight pounds.

The accompanying picture is of Trainman Walter Raburn. Walter is better known as the "human fly." He works on the East Shore Drill and flies from one car to another. He's some boy.

If conductors should have trouble with the steam or air hose, give "Jim" Mulligan, trainman, A-1 North Shore, a call. He's what they call the "cat's whiskers." We notice that when he has a leaking hose he steps down and pulls out a miniature mechanic's hammer—"Woolworth Special"—from his vest pocket and bangs away.

You know, folks, it's a hard life to be married. You can't help sympathizing with our married friends. By no means are we trying to discourage the young folks about to plunge into the sea of matrimony, but take Conductor Gianotti—he works during the day and walks the floor with his baby at night—working two shifts.

The Company has asked us to redouble our efforts to save, to Stop That Leak! Are you with us, men? If so, and you know of any way we are wasting money, sit down and write about it to

Stop That Leak,

Mt. Royal Station,

Baltimore, Md.,

where your suggestion will be carefully investigated and you given credit for it.

### Baltimore Division

Correspondent, W. H. TARR

Martin H. Burke died on August 17, 1922 after having lived 78 years, the greater part of which was spent in the service of the Baltimore and Ohio. He was born in August, 1834. His first connection with the Railroad was on May 13, 1852, in the capacity of laborer at Relay, Md., when the cut-off was put through at that point. This work took some time and the next we learn of him is as foreman of construction, which he became during the year 1861. In 1862 he became supervisor of camps for the Construction Department; in 1870 he became supervisor of tracks at Winchester, Va., and in 1881 he was moved to Relay in



The late Martin H. Burke, Baltimore Division

the same capacity. On December 1, 1900 he was pensioned, but it is chronicled on his record that he was foreman of construction during the erection of Union Dam on the Baltimore Division and in 1904 was again put on the pension list.



The late Thomas J. McCarrick, Baltimore Division

We are indebted to J. A. Byrnes, Company's gardner, for a sketch of Mr. Burke's life. Mr. Byrnes also writes: "My first close friendship with Mr. Burke was during the last year of the administration of John W. Garrett, or more correctly, at the time Samuel Johnson was made roadmaster and started in to raise the tracks of the Washington Branch out of the mud in the cuts. Mr. Johnson brought Mr. Burke off the

### Harry Lauder's Favorite Reading

My bank book is my favorite reading, I confess. I do my work for the love if it, because my heart is in it. But a bank book can be thrilling—the best literary thriller in the world. Next to the Bible, the bank book is the world's greatest book. The edition of the bank book is too limited. Every man should have his copy. And he should keep it for private circulation very private. No other one in the world should know what is in that precious bank book. The Scots have a proverb: "Aye keep somethin' to yersel' ye wouldna tell to ony!" That's your bank book. On every page there should be something nicer than on the page before, And every bank book should have a happy ending. On the last page the end should be: "Continued in our next." The bank book should be the foundation of the family library. People open the check book too often and the bank book not often enough. The check book's too full of reading matter! *Trained Men.*

upper part of the road to take charge of the work, knowing him to be a most capable man for the work as he had made a reputation for grading and track laying from Relay, Md., to Parkersburg, W. Va. While Mr. Burk insisted that every man under him had to do his fair share of the work, he was kind and considerate. When my work first took me to the western part of the System, it was a common thing for some one to inquire concerning Mr. Burke. My recollection is when the cut was made through the rocks at Relay, Mr. Burke worked in capacity of a helper to a blacksmith, as he often referred to the sharpening of the drills and the making of tools for blasting purposes.

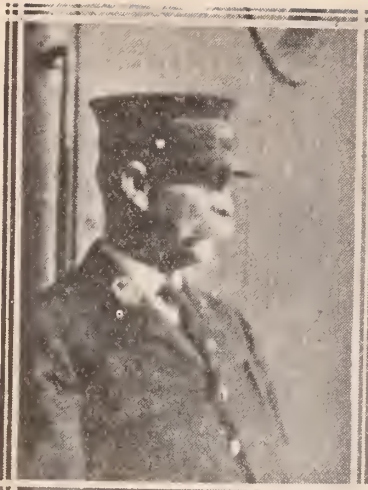
It can also be said of Mr. Burke that he was a most charitable man during hard times, and that he would quite often supply someone with the necessities of life unknown to the person concerned. In fact, whatever wealth that was accumulated by him was used in this manner.

We are also indebted to George Burns, for years water station foreman on our division, for calling our attention to the



Night Supervisors, Division Roundhouse, Riverside





Conductor T. M. Rogan, Trains 71 and 72,  
Baltimore-Hagerstown

fact that the death of this interesting old railroader had not been recorded in the MAGAZINE.

#### Riverside

The accompanying picture is of the night force at Riverside Roundhouse. They are, left to right, upper row: T. W. Eaton, M. C. Merrill, E. H. Robinson. Lower row: C. E. Hughes, J. H. Long, W. O. Glaser, H. T. Cromwell.

#### Division Accountant's Office

The accompanying photograph is of the late Thomas J. McCarrick, taken a number of years ago in the old Division Engineer's Office on a St. Patrick's day.

It was with profound regret that we learned of Mr. McCarrick's death on Sunday, December 17, at the Mercy Hospital, Baltimore, where he had been confined for several days.

Mr. McCarrick was born in Dublin, Ireland, November 7, 1859. At the age of twenty-seven he came to this country, coming directly to Baltimore where he entered the service of the Baltimore and Ohio as a clerk in the Supervisor's Office on July 1, 1886. While in the Company's service he served in various capacities and of recent years had occupied the position of Maintenance of Way Material clerk. Mr. McCarrick was of a quiet disposition and also devoted his entire time to the interests of the Railroad and was known to be one who never absented himself from duty, except on March 17, which date was always held sacred by him. Mr. McCarrick was a congenial type of man and was held in the highest esteem by all his associates.

The interment took place from the residence of his niece, Mrs. Murphy, at 2926 O'Donnell Street, on December 21, and was attended by several of our force, who also gave several beautiful musical selections.

We extend our sincerest sympathy to the bereaved family.

#### East Side, Philadelphia, Pa.

Correspondent, CHARLES H. MINNICH

Since "Jack" Ehrig has been working in his spare time for S. Cohen, jeweler, he has been displaying some rare specimens of cut glass in his finger (ring). Watch out for bandits, "Jack;" they'll get you yet!

It may or may not mean anything, but it is a fact that Miss Loretta Jordan is wearing a most beautiful diamond ring with a platinum setting. And she is wearing it on the third finger of her left hand. Eh?

Hereafter all trainmen on the Baltimore Division, East End, can secure copies of the Magazine from Stationmaster S. E. Biser, 24th and Chestnut Streets. We will continue to send Magazines to distribution points to which they have already been sent.

#### Washington, D. C. Freight Station Correspondent, W. L. WHITING

Just now Washington, D. C. is in a somewhat quiet mood, but it is only the usual lull that comes after the exciting times around the Christmas holidays. Our business also feels the general quietness of things, although there are signs that we are preparing for the rush of business that is surely coming during the spring and summer of 1923.

The manufacturers are already making large shipments of lemonade straws, those indispensable articles that make up a great part of the soda fountain business all over the country. The automobile dealers are preparing to flood this city with everything that can be made to go, from the unpretentious "flivver" to the gorgeous "Rolls-Royce." Our automobile platforms are never idle. We would almost wonder if anyone ever walks in Washington, D. C., if there weren't so many pedestrians who continue to get in the way of the machines, and, of course, always come out second best in the argument.

Our great shipper of this city, Uncle Sam, is never idle, and he manages at all times to keep Railroad people busy.

It is pleasing to be able to report that Mrs. D. M. Fisher, wife of our good agent, who has been seriously ill for several weeks, is improving rapidly. She is now able to sit up all day, and to enjoy her meals regularly. We all hope that Mrs. Fisher soon will be out and around in her accustomed hearty manner, and that her recent illness will be forgotten.

Of our other sick friends, M. F. Kelly is still at home. M. M. Phelps has not yet recovered sufficiently from his broken leg to warrant his return to duty; although the last reports indicate that he will soon be with us again. Broken limbs are stubborn members, and take their own good time to straighten themselves out. Your correspondent knows all about it.

Returning to the business end of the matter, wait until spring opens, and things begin to get into shape for the coming Shriners' Convention. Believe me, there will be some hustling!

#### Brunswick, Md.

Correspondent, R. L. MUCH

Engineer J. A. Shewbridge, Sandy Hook, Md., who is known to officers and employes alike as "Punch," is one of our wide awake and faithful employes. He has been in the service of the Railroad for twenty-five years.

A picture of Mr. Shewbridge's little granddaughter, now seven months old, appeared in the December issue of the MAGAZINE. Little Frances is the daughter of Machinist R. E. Shewbridge at Riverside Shops. She is the only granddaughter of Mr. and Mrs. J. A. Shewbridge.

We are showing you a picture of Conductor T. M. Rogan, trains Nos. 71 and 72, Baltimore to Hagerstown. He is one of our bright and cheerful men. Note the smile.

Pipe Fitter J. R. Mathias, who has been in the Frederick City Hospital for the past three months, suffering from injuries received in boarding the fire truck, will soon be at home again. Mr. Mathias is secretary of our Volunteer Fire Company, and one of our leading citizens.

Rev. W. O. Brittingham extends a hearty welcome to all railroad men to attend services. He is "solid" with the boys and is well liked by everyone.

Our town will soon have a handsome theater. One is now under construction at a cost of \$80,000.

Our Volunteer Fire Company has been equipped with new rubber coats. Uniforms will come next. All the members of



#### A PAIR OF EAST SIDERS

Pipefitter Lew Harten (left), the "official photographer" of the Motive Power Department, and Pasquale Cervino, a jolly blacksmith. Pasquale holds a bottle of "blueing," guaranteed to cure "Blue Monday"



the department are Baltimore and Ohio employes, who also render valuable aid to our Company in case of fire.

Car Repairman J. W. Gladstone and Miss Statton Evans, telephone operator, Central Building, were quietly married last week. John had been "spoony" for some time; in fact he had not attended lodge for the past six months. We wish them both good luck.

The holiday season being over, business has slumped somewhat among our tradesmen and other business houses, but the Baltimore and Ohio seems to maintain a large volume in both eastbound and westbound traffic.

Any reader of the MAGAZINE who would like to cooperate with me in the "STOP THAT LEAK" Campaign, or in any safety movement in the effort to establish and maintain 100 per cent. business efficiency, is kindly invited to help. We are determined that Brunswick shall lead this year in good news for and of our officers and employes.

If you know of any waste on the Railroad please write

Stop That Leak,

Mt. Royal Station,

Baltimore, Md.,

and tell about it. Your help will be appreciated.

**GENUINE GERMAN MAUSER**



Latest model 9 shot automatic. Shoots standard cartridge—lies flat in pocket—World's famous Luger 30 cal. \$20.75 — Hand Ejector Revolver, 6 mm out cylinder 32 cal. \$16.95; 38 cal. \$17.95. All brand new latest models. Guaranteed genuine imported. Pay on Delivery **SEND NO MONEY** Plus Postage

**\$12.95** 25 cal. \$13.95

Satisfaction guaranteed or money promptly refunded  
 25 cal. Pocket Automatic; 25 cal. Blue Steel Army Automatic \$8.45; 32 cal. \$10.45; Officer's Automatic, 8 safeties, 25 cal. \$11.95; Military Trench Automatic, 32 cal. 10 shot extra magazine FREE, \$11.65. Just like you used over there. Imported Top Brake Revolver. 32 cal. \$8.65; 38 cal. \$8.95.  
 Universal Sales Co. 141 B'way, Desk 539 New York

At the Y. M. C. A.

By Rev. Wendall Allen

On Thanksgiving Day we began our work with what was said to be the most successful Thanksgiving Service in the history of the Brunswick "Y." Since then we have been having religious services each Sunday afternoon at 2.30 o'clock, and an entertainment each Tuesday evening. The interest taken has been gratifying indeed.

We attribute our success largely to the fact that we have installed a pathoscope moving picture machine which our men are enjoying immensely. You should hear us sing some of the old hymns from the screen, and the men asking at the close of the program when we are going to have our next service.

On Sunday, January 14 we had a ten reel feature "From the Manger to the Cross" or "The Life of Christ."

In the near future we are going to put on illustrated lectures in connection with our other work here.

**Mt. Clare Shops**

Correspondent, W. H. ZELL

Superintendent Shop's Office

Very much to our surprise, astonishment and sorrow, we found, upon arriving at the office on the morning of December 18, that a fire had visited the place on the previous morning and had practically destroyed the office building. Later we found temporary quarters in the office of the Storekeeper. The fire started on the third floor of the building, in the blueprint room, and practically all of the important records were lost. The Drawing Room and Accounting Departments were the heaviest losers.

We are now, however, looking forward to the new office building which we understand is going to be erected, in three story concrete. We hope to have it ready by June.

Our faithful old dog, "Bob," who always was seen around the Arlington Avenue gate, was lost in the fire, smothered to death.

Lawyer Poole claims he is strong on International Law—it might be well for him to assist Mr. Harding with the situation that now confronts him, since France moved into Germany.

**Accounting Department**

One of our former clerks, Miss Edna M. Garrett, was married during the latter part of November to Dr. Van Poole, of Mt. Airy, Md. The couple are residing in Mt. Airy. Here's wishing you the best of luck, Edna, and every happiness in the world.

# Emerson

Established 1849

ONE need never be doubtful as to the effect of music produced through the medium of his piano—if it be an Emerson.

The same rich sweetness that made the Emerson a favorite in the days of our grandparents is still the outstanding characteristic of "the sweet-toned Emerson" of today.

The Emerson is preeminently the piano for the home.

## Boschen, Smith Piano Co.

PARK AVE. AND FAYETTE ST.,  
 BALTIMORE - - - MD.



Please mention our magazine when writing advertisers





Vera, daughter of W. L. Temple, who works in the Bolt and Forge Shop

Methinks I hear the faint jingle of more wedding bells, not far away. We were of the opinion his thoughts were only for chickens, but recently discovered he is, also "interested in" the human species of "chicken." It's a great life; if you don't believe it, ask our latest adventurer.

When our Catonsville farmer gets the pool table we all want to come out and have a few games. Sh-h-h-h! it's going to be in the cellar, so I know we'll have a good crowd. However, Ivan had his on December 25, so that let's him out.

Jim Whalen was the recipient of a Christmas present—a comb and brush. Jim says there must have been some mistake; he would rather have had a few towels.

**Shop Order Bureau**

The folks in the office have been complaining about sore eyes the last few days. At last, it was discovered—a great big sparkler on the "can't play kissing finger." We understand Miss Pincus is going South—yes, it's to be in Thomasville, Ga.

We heartily welcome the return of F. L. Cote to the personnel of the Shop Order Bureau.

L. J. Hook recently celebrated the arrival of the fourteenth tooth of little Roy, Jr.

**Here and There at Mt. Clare**

We are all sorry to hear that our old friend, W. E. Crandol, former piece work inspector, now hammer operator, is in the hospital for a nerve operation. We will be glad when "Bill" is back on the job again.

Johnnie Sanks, another blacksmith shop man, is in the hospital for his fourth operation. We hope for his early recovery.

The supervision of the Smith Shop think highly of their office boy, "Shorty" McConnell. For a Christmas present they bought him a nice new kiddie car.

Looks like it won't be long now before the wedding bells will be ringing for John Horak, No. 1 Machine Shop.

Boiler Shop Foreman "Johnnie" McGowan has been taking lessons on the old bagpipe. John might be able to give us a few selections at the next Welfare party.

Boiler Maker John Goeller took unto himself a wife, but so far we haven't learned who the fortunate or rather unfortunate young lady is. Don't be bashful, Son, tell us all about it.

Flue Plant Foreman C. Raeuchle found plenty of snow and ice on his vacation trip up home to Wilkes Barre, Pa.

A. F. Stigmeier, whose home is in West Albany, N. Y., spent his vacation at his home.

Supervisor of Machinery and Tools G. F. Kline was the man of the hour at our fire; he was here at the first toot of the whistle and although he got soaking wet, he stayed here all night doing more than his bit.

The accompanying photo is of Vera E. Temple, daughter of W. L. Temple, Bolt and Forge Shop.

**Stop That Leak!**

Here we have the largest shop on the system and here the largest number of mechanical employes. Here we do the most work, use the most material and have the greatest chance to save.

Which is by way of recalling the appeal made by President Willard in our December issue that we all get back of the Stop That Leak drive.

Think of 3000 pairs of eyes to discover the most minute loss that may exist in our big operations here, and 3000 minds at work to eliminate them!

Mt. Clare is the leader in size, in number of employes working, in work turned out, of any of the shops on the system. Now, let it hold its rightful place as leader in the number of suggestions sent in for savings.

Do you know of a loss that can be prevented, or a more efficient way of doing any of the many operations we are constantly performing here?

If so, please get out pencil and paper, write up your idea and post it, Company mail, to

Stop That Leak,  
Mt. Royal Station,  
Baltimore, Md.,

where it will be promptly acknowledged, and handled in confidence and with great thoroughness by our officers.

I thank you!

**Cumberland Division**

Correspondent, J. J. SELL

A good way to keep the importance of economy before us is contained in the following, which has been contributed in connection with the "Stop That Leak" Drive:

**Save Coal.**

Turn off lights when not needed.  
Opportunity for economy? Seize it.  
Pennies saved soon mount up.

**Try for better performance.**

Handle shipments carefully.  
A patron is our guest.  
Treat him with courtesy.

Let's strive for greater efficiency.  
Economy should be our watchword.  
A penny saved will help.  
Keep Safety, Economy, Courtesy and Thrift before you.

The appeal for the Stop That Leak drive, as portrayed in the December issue, has met with ready response from our employes. Every day we hear of the good results being achieved along the lines of economy, the matter being handled in a mutual way. One employe seeing an engine arriving at a Terminal making excessive amount of black smoke, called attention of crew to necessity for saving fuel. The saving of stationary and supplies in offices has received marked attention; reclaiming of tools and material, and careful handling thereof, are all being given attention, and your correspondent has asked that every employe keep up the good work, and put the Cumberland Division to the forefront in this drive.

In an early issue there will be a good picture of our efficient Freight Office force at Cumberland, every one of whom is doing good work in the "Stop That Leak" drive. This picture will not include the platform force, which we hope to present in another issue; however, every employe at Cumberland Freight Station is on the job to put his station in first place in the careful handling of freight, and proper handling of billings etc., and thereby keep down Loss and Damage claims.

On December 16, last, the crack Baltimore Duck-pin team journeyed to Cumberland to show our local boys how the game is played. Well, to make a long story short, the CUP still remains in Cumberland, and the following score tells why. However the Cumberland Team will journey to Baltimore soon to try out those wooden pins?

Baltimore				
NAMES	(1)	(2)	(3)	Total
Sauerwein.....	155	117	139	411
Warren.....	114	135	133	382
Gaither.....	133	151	149	433
Pritchard.....	120	113	120	353
Gallery.....	180	161	110	451
Totals.....	702	677	651	2030

Cumberland				
NAMES	(1)	(2)	(3)	Total
Underdonk.....	133	145	112	390
Clark.....	170	121	169	460
Hollen.....	139	171	135	445
Trail.....	126	122	113	361
McGinn.....	136	151	134	421
Totals.....	704	710	663	2077

"Yes, Cumberland took all three games."



**HAPPY CUMBERLANDERS**  
Left, H. S. Lamm, chief clerk to superintendent of shops; center, J. W. Robertson, station baggage agent; right, Track Supervisor A. O. Tedrick



WATCHES CHAINS  
**FRANK P. GREENWADE, KEYSER**  
 Representing F. C. Stauring  
 CHARMS REPAIRS  
 Easy Terms to Baltimore and Ohio Employees

**Best Layer Leghorn Hatching Eggs**  
 S. C. W. Leghorn hatching eggs from the 50 best layers selected from a flock of 300 that laid \$742.00 worth of eggs at wholesale market prices during Nov. Dec. and Jan. of last winter. \$1.50 per 15, \$7.00 per 100. Look your orders ahead.  
 R. W. CROSS, Cert. 76M  
 Box 84 Shenandoah Junc., W. Va.

**\$25 A DAY**  
*Selling Shirts*  
 Large shirt manufacturer wants agents to sell complete line of shirts, pajamas, and night shirts direct to wearers. All advertised brand - exclusive patterns - easy to sell. No experience or capital required. Entirely new proposition. Write for free samples.  
 Madison Shirt Co., 503 Broadway, N. Y. C.



The late "Uncle Harry" Vernon

The accompanying picture is of our Station Baggage Agent J. W. Robertson, "Taken in Camp." What is it, "Fats," fish or bacon?

Haven't heard any stories about our friend of Jones' staff, jumping any rattlesnakes yet this season. How about it, Ernst?

One of the items in the Stop That Leak drive uncovered to date is that of "Shobe" Thrasher, our efficient material handler in the Stores Department located at the Queen City Station. "Shobe" has charge of the baling of waste paper gathered up around the station and offices, from which a tidy sum is realized by the Stores Department, and has found time to recover several pounds of pins and paper fasteners from discarded records which were turned in for further use. Keep up the good work, "Shobe."

No this is not the "Judge;" it is a good picture of our friend, Harry S. Lemm, chief clerk to the superintendent of Shops. Harry wasn't exactly posing for this photo but was cleaned up for the day in the office and was looking over the situation with his usual smile.

We recently broke the record of "Car Miles Per Car Per Day" on the East End of the Cumberland Division in which everybody had a hand. Assistant Trainmaster Baker did his bit by keeping the sidings clear.

An extremely heavy business both in passenger and express as well as in U. S. mail was moved during December up to Christmas. Everybody concerned on the division is to be congratulated for the splendid way in which it was handled.

Conductor Charley Peters of the C. V. Pool is complaining bitterly on the way "Pete" Townsend is putting away food these days. Seems as tho "Pete" is fond of one of the fair sex in Keyser and occasionally persuades her to come down to Martinsburg to hear the Victrola and to look over the family album; then they go to a picture show where "Pete" is busy dodging the nurses and Charley claims

DEPOSITS \$1,055,260.26  
**The First National Bank**  
 Keyser, W. Va.  
 SPECIAL SAVINGS DEPARTMENT  
 Interest paid every six months from date of deposit

after one of these visits that you always hear the same story "how about a little steak?" Sounds familiar, "Pete," but why not bid in a Keyser turn?

Vincent J. Coulchan, clerk to Trainmaster Groves, resigned on January 1 to accept a position as chief clerk to the purchasing agent of the Consolidation Coal Company with headquarters in Frostburg, Md. Good luck, "Vinc!"

Miss Lillian Judy has been appointed secretary to the division engineer.

Miss Nancy Miller, secretary to the assistant superintendent, who has been confined to her home for several weeks because of illness, is again able to be about and hopes to be on the job shortly.

Mrs. Molly H. McDonald, passing report clerk, Superintendent's Office, has resumed duty after several months' illness. Glad to have you back, "Molly."

Track Supervisor A. O. Tederick, Martinsburg, was awarded first prize for having the best sub-division on the Cumberland Division for the year 1922. Track Foreman C. E. Robey, Lineburg, won first prize for best section; Track Foreman M. Wilson, Bloomington, first prize for greatest improvement on sections; Track Foreman M. Miller, Vanderlip, first prize for best branch section. Competition was keen on all sections and sub-divisions, the awards being made strictly on points. Several others made excellent showings and all are to be congratulated on the showing made.

Haven't heard any news from Sandy Hook lately. "Jake," what's the matter with the "Garden spot of the World?"

Assistant Shop Clerk "Jake" Brown has promised some good news for the next issue in connection with the "Stop That Leak" drive.

Keyser, W. Va.

Correspondent, HARRY B. KIGHT

"Uncle" Harry Vernon, pensioned yardmaster, died at his home on East Armstrong Street, Keyser, on the morning of December 27, following an illness of several months. Mr. Vernon was seventy-nine years old and had been pensioned for several years. Mr. Vernon was a favorite among his fellows and the high esteem in which he was held was shown by the beautiful flowers that covered his casket, sent there by the Railroad office forces and other friends. We extend to his sorrowing wife and children our heartfelt sympathy.

All of Keyser, as well as all of the entire West End of the Cumberland Division was shocked on the morning of December 29, when word was received of the untimely death of Engineman "Charley" Kibler, at M. & K. Junction, while in the performance of his duties. Everyone knew "Kib" and loved him, and we will miss him. To his bereaved family we extend our deepest sympathy.

Brakeman Max Weese was fatally injured in Fetterman yards on the afternoon of December 31. He fell between the cars of his train and was run over. He was hurried to the City Hospital at Grafton, where it was found necessary to amputate both legs. He died that night. We extend to the bereaved family our deepest sympathy.

Brakeman Adams succumbed to injuries received while in the performance of his duties. His remains were taken to his old



Baltimore and Ohio for Work, and Basketball for Play. "Dyke" Shaffer, one of our painters, and "Big" George Parish, who holds a turn in the Storekeeper's Office. Both are husky basketball players

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home in Texas. The family has our heartfelt sympathy.

Your correspondent sent a letter to "everybody and his brother," asking their support in getting the items for the MAGAZINE for the coming year. What's the matter, fellows? Didn't you get the letter? For goodness sake, wake up, and send something in for the next issue.

Conductor Arthur Welton is thinking of having his brakemen's names engraved on their brake clubs. He says they lose so many that maybe if the finder sees to whom they originally belonged they might be returned.

Dr. Guistwhite has been appointed medical examiner here, vice Dr. Biser, who has been transferred to Washington District. We are sorry to lose the old Doc, and we welcome Dr. Guistwhite.

The shop and yard boys made a nice contribution to the Child's Refuge at Christmas time.

It was reported that Captain John Edwards spent the holidays with home-folks in Washington, but we had Sherlock Batch Pazen shadow him and it is now reported that "Cap" returned with a smile and certain other signs of having seen some one other than the home-folks.

Safety Man "Ed" Sirbaugh got his name in all the leading papers of the country because of the first aid he rendered a fellow who was found locked in a refrigerator car by Brakeman Earl Athey. The fellow had been in the car four or five days, and was in pretty bad shape when taken out.

Machinist Rex Offut has gotten his commission as captain in the Army. Captain Offut served overseas during the big "fuss." Congratulations, "Rex!"

Pensioned Engineman J. W. Hilleray was a pleasant caller a few days ago. He has bought a farm at Antioch, and has the "Welcome" sign out to all his friends.

We are glad to report that Conductor John Christman is able to be out and around, after having been housed up for some time, because of injuries received several months ago.

We're glad to see the smiling face of Supervisor Mike Laffey on the West End again, after a severe operation at Allegheny Hospital, Cumberland. Keep up the good work, Mike, we're behind you.

Game is said to be scarce in the vicinity of Altamont, since General Supervisor Sponseller, Supervisor Laffey and Foreman Rhodes made the record killing just before Christmas. Many fancy shots were made and after the supply of ammunition was exhausted, "Spon," in order to make it a full day, ran a few cottontails to Swanton to load in the cattle pens there.

Foreman Frank Cannistra recently returned from an overland trip to Pittsburgh and Youngstown. He has given up his Reo and now drives a Hupp. He claims that he has an attachment on this car for surfacing track, and that that is the reason for the excellent track in Keyser Yard.

Water Station Foreman Charles Wigal, Sam Johnston and party recently broke camp at Three Forks, having completed the water supply system for Hardman. "Pop" Wigal carried off the checker championship at Hardman Branch while Sam entertained with some hair-raising stories of his frontier life in the ridges around Hancock.

Foreman G. W. Dunbar, recently acting as supervisor on Sub-Division No. 5, and who got away with it, is back in the saddle at M. & K. yards. He is sporting several

new pieces of winter ornaments and says, "Santa Claus sure does treat the 'deserving' well."

Play Safety First and keep the station gates closed when not in use. Remember this, fellows!

"Chicken" Avers and B. O. Wiley had front seats at the musical comedy, "Listen to Me," which played here last month. They had reserved an extra seat for "Ed" Tasker, but "Ed" failed to show up. The next morning they found out that when "Ed" had started to leave the house to join them his wife said, "Listen to me, and come right back here and polish the kitchen range." And that is the reason "Ed" did not go to the show. We heard that he did a "bum" job on the stove, too.

We have all read the appeal of President Willard in the December issue that we get back of the "Stop That Leak" drive. I don't suppose that there is a place on the whole System which, if the employees really got back of this drive wholeheartedly, would show the results that we would at Keyser.

Here we have a whole community of people who handle practically every kind of railroad work, especially in the mechanical and train service departments—and furthermore—we have hard railroading that may offer more opportunities for losses—and consequent savings—than where there are no bad grades, heavy coal tonnage, deep snows, etc. Of course we think that we railroad pretty well, and we do, but there isn't any kind of work that can't be improved, and it is this that President Willard has in mind in making his appeal.

I have been asked to make a personal appeal here to all of our people, officers and employes, to do their very best in offering suggestions in this drive. Do you, Mr. Tramman, know how we can stop a leak—or you, Mr. Shopman? If so, will you not write to

Stop That Leak,  
Mt. Royal Station,  
Baltimore, Md.

and tell how, so that your suggestion can be used for the benefit of the Railroad and all those connected with it?

Sabraton, W. Va.

Correspondent, L. M. GUMP

Master Mechanic Hice is back on duty after an illness of over two months.

Our painter, C. W. O'Gilvie, is busy these days. An M. & K. engine goes into shop and comes out after awhile looking entirely different. Instead of the silver lettering of the Morgantown and Kingwood there appears "Baltimore & Ohio" in gold. The few remaining marks of the old M. & K. are fast disappearing before C. W.'S brush.

Bridge Foreman Appell is having troubles of his own. A Texas steer doesn't have a thing on the motor car of his. When he wants to go it doesn't want to, and when he is not anxious about moving it is always ready. He has our sympathy, as we have had some experience with Fords on winter mornings. Say, Charley, Dispatcher Carroll is quite an authority on motors; he may be able to help you out quite a bit.

Brakeman W. E. Peaslee, proud papa of a new boy, says he just swells up all over when he says "Da-Da."

Engineer D. F. Hahn recently went deer hunting up in Pennsylvania. We are not going to tell how many he bagged, as we really do not know; however, we feel quite safe in saying that he feels well satisfied with his trip. "The biggest one always gets away."

A good bit is being said about "Stop That Leak." Now you are the men who know where the leaks exist in the daily routine and you are the best men to stop them. We like to think that we have the best shop on the System. Whether we have or not is a matter of opinion, as there are many other good ones. Let us keep on thinking we have and work to that end. You are the men that make it what it is and whether it continues to improve or goes backward is mainly up to you. You know when you are doing your best—so does the supervision. Cooperation works wonders—and stops leaks.

"Uncle George" Hansel seemed somewhat under the weather recently. Our guess is that he hasn't fully recovered from Christmas and New Years.

Boilermaker W. C. Johns says he didn't indulge in any "Christmas cheer" as he is so scarce of dogs he is saving the money to get a few more. At the present time he has only five, which he considers a bad state of affairs.

Sabraton Baltimore and Ohio shopmen and trainmen got together recently and organized a regular gold-striped, silver-plated brass band—with an overwhelming abundance of "gob sticks" and "jazzarino-phones" to highlight the organization. At present about thirty have joined, and if enthusiasm has anything to do with success we may expect to hear them in full blast by the coming June. It is deemed best that the organization will not confine the membership to Baltimore and Ohio employes; the principal requisites for affiliation will be love for America and talent. Our Baltimore and Ohio employes interested have fully qualified and include: Conductor Martin Scott, cornet; Engineer Harry Squires, tuba; Storekeeper "Red" Farrell, jazzarino-phones; Boilermaker "Buck" Frost, jazzarino-phones; Machinist Helper George Bokey, slippery horn; M. of W. Foreman C. A. Appell, bear-tone; Painter C. W. O'Gilvie, what's left.

Several young Americans, principally sons and daughters of employes, are taking parts in the reed section. Quite a number of names have been suggested to distinguish the band but to date no action has been taken, the committee deeming it of more consequence to get fully organized. Martin Scott was elected manager and is proving himself worthy of the selection. We hope in the near future to give a more complete account of our coming "Wind Jammers."

Rabbits in this section will have a chance to rest as the season is out and "Red" Farrell has quit hunting. He never killed any, but he kept them disturbed and all out of breath.

Paw Paw, W. Va.

Correspondent, M. L. SHARON

This being the new year, although not exactly at the beginning, we wish one and all a happy and prosperous season.

A few weeks ago your correspondent, while rusticated around Magnolia, ran across our old friend Robert McAdams. In fact, we visited him at his home. "Bob" and his good wife welcomed us and entertained us royally. They have a fine home at Magnolia now. We regret to say, however, that "Bob" was feeling a bit indisposed. Here's where the trouble came in with our visit:

They have no lights around Magnolia, so, quite naturally we stepped off a bridge on the county road there, right into a barbed wire fence. We tore our clothes



considerably and also our flesh, so we've been laid up a bit ever since.

I suppose that we'll stand as one of the lucky huntsmen for the year, for we bagged a fine wild turkey. Our friend, A. C. Hardy, failed to bring one down. Never mind, Dick, you'll have another chance in 1923—if you can catch 'em with bait.

"Josh" Lewis is a bit under the weather. He has just passed his eighty-second milestone. He is a retired watchman. "Josh" entered the service of the Baltimore and Ohio in April, 1862. He is one of the oldest in line of service around here. He has been retired for several years. His son is yard conductor at Willard, Ohio.

Track Foreman "Daddy" Shipley spent New Year's Day resting up, at home.

### Connellsville Division

#### Office of Train Master

Correspondent, C. E. REYNOLDS

Now that all of us have been made happy by the annual appearance of Santa Claus, and the writing of "1923" has become possible, let us apply ourselves with zeal to our various duties, remembering that the fruits of energy never spoil.

We are sorry to report that it was necessary for our Superintendent Mr. Brown to undergo an operation recently. We hope that the results will be beneficial.

Messenger Ralph Cockrill, Division Accountant's Office, Connellsville, no longer doubts the possibility of a Santa Claus. He got a letter from Santa himself, as well as all that he ordered on requisition.

D. M. Springer, former yard clerk, Connellsville, has been appointed assistant car distributor, vice C. V. Payne, who was recently appointed chief clerk to superintendent. H. D. Whip, former chief clerk, has been appointed freight agent, Connellsville.

Here is a photo of Motive Power Accountant Earl W. Mitchell. This one is of Earl when he first entered the service of the Baltimore and Ohio in 1909.

Effective January 1, L. S. McClelland, assistant storekeeper, Connellsville, was appointed storekeeper, Dayton, Ohio. "Pud," we are sorry to see you leave the Connellsville Division, but we are glad to see you advance.

Herewith photo of the crew operating on Berlin Branch, Connellsville Division. Reading from left to right: Engineer S. P. Zimmerman, 40 years service; Conductor Z. C. Leslie, 36 years service; Brakeman W. Swearman, 27 years service; Brakeman L. W. Crosby, 44 years service; totalling 178 years service. We believe that this is one of the oldest crews on the System, in point of service.

We hope that all employes now know that there is a "STOP THAT LEAK" drive on foot on the Baltimore and Ohio, and that every one will put his shoulder to the wheel to make it a success. Send your suggestions for improving operations, promoting economy and bettering the service to:

Stop That Leak,  
Mt. Royal Station,  
Baltimore, Md.

#### He Was only Kiddin'

A girl went down to the round house,  
To interview the oiler.  
Said she, "What is that funny thing?"  
Said he, "The engine boiler."  
"Why do they boil engines?"  
Said the maiden sweet and slender,  
"The reason," said the honest man,  
"Is to make the engine tender."

—Exchange

### Pittsburgh Division

Correspondents, E. N. FAIRGRIEVE  
and MARY E. BREEN

J. S. Brennan, who has been with the Baltimore and Ohio for the past twenty-eight years in various capacities and until recently as chief clerk to transportation assistant at Pittsburgh, has left the service to accept a position with the Somerset Coal Producers' Association. Mr. Brennan is succeeded by C. K. Kelly, George Deutch succeeding Mr. Kelly as car distributor. We wish all of them success in their new fields.

Sincere sympathy is extended to C. K. Kelly in the loss of his father, on January 11.

Frank Staff, Car Distributor's Office, again looms in the limelight—this time in the capacity of a gay young Lothario, his romance centering at Allegheny, Pa., and Ravenna, Ohio. This is dangerous business, Frankie; surely one is enough and if either one gets a sight of this, we feel sorry for you.

We are pleased to announce the arrival of a son in the family of Wade Simmons. Congratulations, "Red." Is he going to be a stoker fireman?

Miss Harriet Jenkins, Car Distributor's Office, had the misfortune to break her wrist while skating at Duquesne Garden recently. We hope it will not be long until Harriet is indexing again.

Old Dan Cupid, with his little bow and arrow, is again invading our ranks. This time he took off Teresa Kenney, who, although she denies the allegations and defies the "alligator," is resigning, presumably to get in practice in the anticipation of making "Tom" Mullen happy.

"Dan" has his eye on another young lady in the same office but at this writing we are not sure of our ground and we'll therefore save that for a later issue.

# PATENTS

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Still following Dan Cupid, we go to the Traffic Department and find that Traveling Industrial Agent J. W. Phipps, Jr., was fatally wounded and married on January 6 to Miss Wilson of Pittsburgh. A number of officers of the Traffic Department were present at the wedding.

Freight Representative W. M. Scott, Mr. Markley's office, also took the plunge, the affair occurring at Baltimore on December 4. The girl in the case hails from Norfolk, Va. We always wondered why old "Silver Top" was so anxious to return to the South, the land of mint juleps; now we are wise. We wish the victims much happiness.

The fever has also reached another Traffic Department employe, Miss Ruth Irwin, secretary to chief clerk, General Freight Agent's Office, who is sporting a beautiful engagement ring. We are told this engagement will terminate in an early spring wedding, Mr. H. Allison of the Celite Products Company, being the lucky man in this transaction.

This leaves but one eligible in the Traffic Department—our old friend, Joe Garbesi. No longer do we wonder why he decorates the lapel of his coat with a carnation. Send out your S. O. S., "Joe."

River Dispatcher V. V. Bailey has recently returned from a sojourn in the Golden West, and is again shooting them up the river.

On New Year's Eve, quite naturally, one's thoughts turn to gaiety, but as the City Director was exceptionally kind to



WHEN THE TRAIN COMES IN AT CONNELLVILLE  
Upper: Crew on Berlin Branch, whose years of service number the great total of 178 years  
Lower left: Earl W. Mitchell, motive power accountant

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little 1923, he permitted it to be ushered in with all the shows, etc., opening at 12.15 a. m., since the preceding day was Sunday. Two gentlemen, to whom we had always given credit for having good sense, decided they would befittingly celebrate the occasion and turned their thoughts to the "Gayety." Need I explain the character of that show house? It must have been some show. The lobby was so crowded that the two persons mentioned couldn't even get standing room and after patiently waiting in line for an hour or thereabouts, decided it was a useless venture and gave it up. Not, however, before they were drenched to the skin. One of them, on reaching home made immediate inquiry as to whether or not all of his sons were in bed and when he explained to the better-half what was the cause of his absence, we wonder why they wonder at the present generation. Boys, secure the tickets in advance, hereafter.

Our President made an appeal in the December MAGAZINE for greater economy. With thousands of employes in the Pittsburgh territory and yielding nothing to the employes of any other section in loyalty, I am sure that we will have some fine responses.

Do you know of a leak, of a better way to do some job, of how we can give finer service? Probably you do. Then get out the pencil and write all about it to

Stop That Leak,  
Mt. Royal Station,  
Ba'timore, Md..

where your suggestion will be promptly acknowledged, handled confidentially and by competent officers.

**Glenwood Roundhouse**

Correspondent, JANE P. PASSMORE

On January 6 Engineer Charles Beltz and Fireman R. L. Kurtz, on No. 17, made a fine record. Train consisted of ten cars with engine 5053; left Cumberland 4.15 a. m. on time, arrived at Pittsburgh at 8.55 a. m. Made clear smoke all the way and with three extra stops account of heavy traffic. Had eight tons of coal left in tank.

This shows fine cooperation of engine crews, making a performance which ranks among the best. We are taking this way of



Margaret Ruth Fairgrieve, nine year old daughter of Car Distributor Earl N. Fairgrieve, Pittsburgh

thanking the engine crew for the fine manner in which the train was handled.

What is said of this crew could also be said of other passenger crews operating on the Pittsburgh Division, who are always on the alert endeavoring to make first class performance, so that the Pittsburgh Division may rank first.

"Arch" Satterfield, clerk in the Master Mechanic's Office, treated us the other day, bringing his baby daughter to the office. Wait till she grows up, "Sat," then the fun will begin.

We miss Rider, transferred to the office across the hall, as personal clerk to C. E. McGann, master mechanic. However, he looks in the door occasionally.

**Glenwood Back Shop**

Correspondent, FRANCES E. LEEPER

Everyone misses the smiling countenance of former Assistant Chief Clerk Earl Abbott, who has resigned from the service to become a doctor. About a week before he

left several of the boys were consulting him regarding a prescription. Rushing business!

W. W. McPherron, Baltimore, has been appointed assistant chief clerk to the district master mechanic at Glenwood, vice Mr. Abbott.

When Davey Flynn was asked what Santa brought him for Christmas, he blandly replied, "A good warm pair of suspenders." Guess that will hold them for a while.

They still continue to fall. It was Machinist Apprentice Hugh Fatkins this time. He married her so quickly that the boys haven't got over it yet. Congratulations, Hughie!

A certain young man in the car yard owns a "Flivver." He wouldn't have so much trouble with it if he didn't have a girl to look after also. Davey Flynn contends that you can't have two things like that to take care of at the same time. Believe you are right, Davey, at least "Flivvers" are much trouble.

C. F. Cannon, Stores Department, evidently doesn't get along well with the girls. It must be so or he wouldn't have gone way downstairs to work.

**STOP THAT LEAK!** Help your Company Save!

**Charleston Division**

Correspondent, M. W. JONES  
Secretary to Superintendent

"We get out of life about what we put into it. If we try to take more out than we put in, we attempt to rob some one. As it is better to give than to receive, let us this year endeavor to enroll ourselves among the world's benefactors."

**STOP THAT LEAK!**

Do YOU know that "STOP THAT LEAK" means, in simple words, "ELIMINATE WASTE?"

Conductor R. Roush has been commended by the superintendent for discovering an error of \$100 in the billing of a locomotive on its own wheels, handled to Weston in its train. A good sized leak stopped!

The following stations during December reported the amounts shown, gained, account check weighing L. C. L. freight and revising classifications:

- Buckhannon, \$6.77; Burnsville, \$29.33; Allingdale, \$15; Copen, \$11; Clendennin, \$9.45; Erbacon, \$5.14; Elkins, \$4.47; Frenchton, \$5.94; Frametown, \$3.31; Falling Rock, \$1.18; Gilmer, \$1.42; Gassaway, \$13.56; Holly Junction, \$.72; Heaters, \$11.91; Newlon, \$.19; Orlando, \$.92; Pinch, \$1.62; Porters, \$.66; Richwood, \$9.68; Strange Creek, \$2.37; Sutton, \$2.63 and Weston, \$95.03.

A considerable number of small leaks stopped up. The number of stations reporting this time is gratifying, and we hope shortly to have every station on our division showing something along this line.

DISCOVERED—By the aid of the Division "Sherlock Holmes," one poet, in the person of Engineer B. H. Paxton. Who would ever have thought "Bennie" was a poet, after all these years. Here's his latest:

"The old horse died and the mule went lame. He lost his old cow in a poker game. Along came the wind the very same day, and blew his house and barn away. To make it all good, along came an earthquake, and sunk the spot, where the old house stood. The mortgage man came around claiming the hole in the ground. It was so sad the old man up and died. His wife and children they wept and cried. There

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was but one thing left. They knew he had INSURANCE in the Baltimore and Ohio Relief Department."

Now boys and girls, see what Bennie did! Get busy and see if you can beat him. You know our address.

**STOP THAT LEAK  
COAL COSTS MONEY**

Wireless from Elkins states Dispatcher C. H. Carpenter was evidently around Gassaway all the time, and never left the city limits, checking up to see if he could find enough LOADS to run an EXTRA.

Dispatcher C. L. West, Gassaway, has resigned from the service to enter the ministry. We understand his charge will be at Clendennin. Mr. West will leave many friends on the Baltimore and Ohio who will watch his career with much interest, and wish him every possible success.

**STOP THAT LEAK.** \$1.00 per day for every foreign car delayed means lots of money in a year.

Assistant Division Engineer W. E. Kearfott has been transferred to Baltimore, effective January 10. "Bill" liked Weston so well that he decided to take a souvenir with him of a permanent character. On the evening before leaving he was married to Miss Bernice Borneman, of the General Foreman's office. "Bill" had many friends in Weston who were mighty sorry to see him go, and they got together and presented him with a fine set of table silver as a mark of esteem. Our hearty congratulations go to both of them!

Miss Mary Eugenia has arrived to bless the home of Cash McOsker and his wife. Mr. McOsker and his wife formerly lived in Seymour. Our hearty congratulations to them! (Seymour Ind., papers please copy.) Cash is a backward, bashful boy, and maybe he hasn't told his friends out west of his good luck.

Miss Fleda Flagans and Miss Gladys Tivey, Superintendent's Office, spent New Year's Day in Philadelphia. Local address, Adelpia Hotel, Fairmount Park, William Penn Building, Camden Ferry and many other places too numerous to mention. Thereby hangs a story. Our division detective is on the trail. Maybe he will report for the next issue.

Some one in the Superintendent's office says:

"When I am old and very tall, I hope my name will be Mrs.——." We will spare her blushes.

**STOP THAT LEAK!** To burn an electric light for an hour when it's not needed costs ONE CENT only. But, if you do it a hundred times a year, what does it cost? One envelope doesn't cost much if you waste it, nor does a sheet of paper. BUT if we each save ONE, what does it amount to on the system in a year?

**SAVE A CLAIM A DAY, SAVE A DOLLAR PER DIEM PER DAY. YOU CAN DO IT.**

Attention of every one is called to the Superintendent's bulletin "Weekly Word with Workers No. 1." It is hoped every one will study it, and send his suggestions along. DON'T overlook the Editor's appeal to every one on page 6 of the December MAGAZINE.

At Pickens, West Virginia, on the Charleston Division, there lives a gentleman of some 80 years of age who at the age of 16 started railroading in Cleveland. He tells us that in 1860 it became a law to have a fireman on switch engines, and that he then went firing. It would seem strange to many of our boys today to know that up to 1860 all engineers did their own firing.

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 All or Spare Time  
 DISTRICT SALESMEN wanted to introduce novelty knives and razors. One side shows owner's name and address; the other any design selected, emblems used by Societies, Fraternal, Labor, and Railroad orders, etc. Blades finest steel, handles clear as glass and unbreakable. Every knife guaranteed. Permanent employment, and exclusive territory to those willing to give most of their time. If you are earning less than \$1200 yearly let us show you how to make more. These knives make fine Birthday and Holiday PRESENTS.  
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In 1861, when the Civil war broke out Mr. Lewis Fahrion, who is the gentleman we refer to, enlisted in the Ohio Light Artillery and remained in the Government service until 1865. While in the army he became acquainted with that part of our system between Wheeling and Grafton, and tells us that in those days we had nothing but hook motion, camel back, wood burners.

In July 1872, Mr. Fahrion pulled the first passenger run over the new line between Dayton and Cincinnati, and quotes an order given him to "Come to a full stop at all cuts" to make examination as to whether or not the cuts were sufficiently wide for the passage of the coaches. At one cut twenty-two miles east of Cincinnati he had to stop several hours until the cut was widened sufficiently to permit his coaches to pass.

While Mr. Fahrion's railroading was practically all for the Big Four, his story is of interest. He recalls through the recent mention of Engineer Roder in our MAGAZINE, a peculiar accident which happened to this man. On the date in question Roder was pulling an accommodation and was given an order to pick up an electrician and back his train out to Brighton station, then head in, in order to test a new electric brake. His first stop heading in was to be at the C. H. & D. crossing. However, some one had left a switch open about 500 yards east and Roder ran into it, turning his engine and entire train completely over, plunging down the embankment into Mill Creek. The peculiar part of the accident was that no one was even injured.

Mr. Fahrion is a member of the G. A. R., and is still able to visit the encampments each year.

Your correspondent, in concluding, asks his readers once more to help him with photos and notes of interest. The Charleston Division is and always has been lacking in photos of people and places of interest on the Division, and in most cases it has only been after much coaxing that he has secured wished for photos. COME ACROSS!

We want to show these other fellows that we have just as good a looking set of boys and girls as there are anywhere on the System.

In last month's MAGAZINE we showed the pictures of the four children of Section Foreman S. M. Cochran. They are: Glen, age 13; Wilford, age 10; Harold, age 5; Virginia, age 3. Their father says:

"These children have been raised on Baltimore and Ohio money and they are all well and hearty."

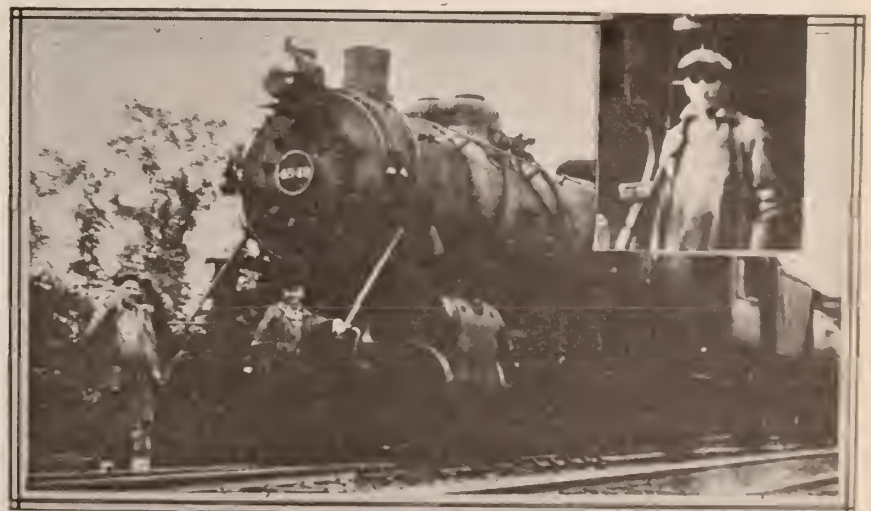
He has worked for the Baltimore and Ohio for twenty-one years as trackman. In 1913 he was promoted to section foreman on Section 78. He likes our Railroad and says it has always treated him fairly. He expects to continue in the service and to take good care of his big family.

Mr. Cochran's was one of the prize winning sections in 1917. He likes to keep his section nice and clean.

**Wheeling Division**

Correspondent, MARIE SLATTERICK

Wheeling Division employes certainly were pleased and proud to have with us on the night of our Sixth Annual Ball on December 28, our Chief, President Willard, especially since it is known that Mr. Willard cannot spare much time from his busy life to attend a divisional affair of this kind. The Wheeling Division seemed to be especially favored on this occasion, for along with Mr. Willard came Ex-Governor J. J. Cornwell, now our general counsel, General Manager Scheer, W. W. Wood, chief of Welfare, and a number of other officers and prominent Baltimore and Ohio men. What a great honor this was can hardly be expressed in mere words, but it might suffice to say that all the Baltimore and Ohio employes who attended the ball realized the greatness of the occasion and appreciate Mr. Willard's presence and his speech, which, alas! was only too short.



**ENGINE 4840 AND HER CREW**  
 Left: Engineer J. H. Hill and Fireman W. T. Jones. Insert: Conductor G. Huber  
 Photo by Fireman James W. Wood

Please mention our magazine when writing advertisers



## STOP THAT LEAK!

Santa Claus certainly was good to everybody at Wheeling this year. Among the more fortunate ones were Misses Helen Thomas and Olive Eskey. Both displayed sparklers on the finger after Christmas. We know it's serious in the case of Helen, but Olive says it doesn't mean a thing to her! What system do you use, Olive? Ja-let??? (Gillette). We all hastened to congratulate Helen. She's a mighty nice girl and A. J. Sonnefeld is a lucky man.

We regret that Miss Mary Marker, stenographer, General Superintendent's Office, is leaving us to enter training school at the Mercy Hospital, Baltimore. If Mary makes as good a nurse as she is a stenog we just know there'll be lots of patients who "won't want to get well."

N. K. Harrison, Division Accountant's Office, is with us no more. He is now yard clerk at Parkersburg. We hated to see him go, for didn't he own an Overland? E. N. Skaggs, of Parkersburg, is taking his place.

"Bill" Dye, our popular ticket agent, Wheeling, joined the ranks when he took unto himself a wife last month. Congratulations, "Bill." There'll be lots of gnashing of teeth among the rest of your fair admirers when they learn of this.

Herbert Barkhurst, stenographer, Office of Master Mechanic, has resigned. Mr. Barkhurst's position has been filled by Miss Hilda Knope of Bellaire, Ohio. We welcome Miss Knope and hope that her stay with us will be a long and happy one.

Machine Shop Foreman R. P. Nolan recently underwent an operation at the Glendale Hospital. We are glad to say that he is getting along nicely.

The girls of the Wheeling Division, especially those at Benwood, need not worry about Runsoff Vaseline (Rudolph

Valentino) not paying them a visit. All that is necessary for them to do is to pay a visit to the Master Mechanic's Office. We shan't mention any names.

What came as a great surprise to his many friends was the announcement in a Wheeling paper of the coming marriage of R. H. Thonen, popular roundhouse clerk, and Miss Helen Nolte, of Wheeling. Mr. Thonen has the best wishes of all his friends of the Wheeling Division. My, but we'll miss the rides in that "Flivver!"

Engineer W. G. Henderson and Fireman F. Wilson recently took a trip into the wilds of West Virginia. 'Tis said that the state game warden has ordered the places they visited restocked with game.

Material Man and Fire Chief C. B. Dailey was recently elected president of the Board of Education, Union District. We do not believe the voters of Union District could have selected a better man.

Gang Foreman W. Copenhagen recently returned from a trip to his home in Winchester, Va. "Cope" reports a fine time. Although we have waited patiently, as yet we have seen none of the apples for which Winchester and surrounding country are noted.

We are sorry the Baltimore and Ohio does not have a basketball team in the Industrial League in Wheeling as we have some fine material—H. G. Schafer, former Union High star, and William Haythorn, formerly crack guard on the old White Elephant team. Both of these young men are working in the Master Mechanic's Office and are now playing with the American Legion team of McMechen, which is considered the best in the Ohio Valley. We also have several young men in the shops who are former high school and college stars. Why not get busy, Boys!

What will a system wide support of the "Stop That Leak!" drive mean?

It will mean greater net revenues for the Company, giving it better credit in the money market and hence more opportunity to enlarge facilities and increase equipment for larger business.

For instance, if we had more cars now

we could handle more of the business that is offered—with more jobs and more money for our employes.

It is as true as the gospel that the prosperity of the Company means the prosperity of its people.

If you want to help pass prosperity around, save yourself, and if you know of better methods or ways in which economies can be effected, advise

Stop That Leak,  
Mt. Royal Station,  
Baltimore, Md.

We extend the glad hand to a newcomer in our midst—Jesse Cunningham, extra operator, "FY" Telegraph Office. Jesse comes from the Sunny South. He is nice!

We extend our sincere sympathy to Track Foreman C. J. Booth on the recent death of his wife.

We're sorry to hear of the illness of Mrs. S. S. Johnson, wife of our track supervisor, Parkersburg. We hope for a speedy recovery.

Miss Hilda Boring, stenographer, Car Distributor's Office, who had to have her throat lanced on account of a cold, is back at her desk again and getting along nicely.

Some people certainly do know a lot! We asked Roy F. Arnold, of the Division Accountant's Office, the name of a certain young lady with whom he was dancing at our Annual Ball. He replied he wasn't sure about her name just now, but he knew what it was going to be shortly!

He's back with us again after six weeks absence!! Who? Supervisor "Jake" Wintermoyer, of course! He spent his six weeks at the Burleson Sanitarium at Grand Rapids, Mich. We certainly did miss him and there's lots of truth in the old adage "absence makes the heart grow fonder."

Chainman John Wise, Engineering Corps, happened to have a bad cold. S'pose that's the reason he asked us if we had any bootleggin' friends. Don't judge others by yourself, John.

### Parkersburg

Correspondent, CHARLOTTE MARLOWE  
New Year Resolution

Billy Duff—To quit making a noise like a steam engine when he blows his nose.

Fred Christmeyer—To hit the hay by 12.30 each night.

Virginia Tredway—To quit cussin'!

E. W. Miller—To stop listening in on private conversations.

J. K. Cromley—Didn't make any resolutions; he can't possibly improve in his present habits.

Parkersburg was well represented at the Employes Ball at Wheeling on December 28. Among those who attended from here were: Mr. and Mrs. A. B. Custer, Mr. and Mrs. W. B. McCoy, Mr. and Mrs. E. N. Skraggs, Mrs. Louis Finch and family; Misses Madelon McCoy, Marie Lavelle, Ethel Braden, Janice Thorn, Mildred Eakin; Messrs. J. W. Root, J. E. McGraw, Gardner Duncan, Thomas McGrail, Charles Roach, Robert Sykes, George Bird, James Duvall, Ralph Orra-hood, R. A. Wyatt, Earl Lyons and H. M. Ruth.

We noticed Janice and Gardner doing a great deal of yawning the next morning. Sleep is good for that, children.

With sorrow we record the shocking death of little Margaret Lillie Tennant, six year old daughter of Trucker O. A. Tennant, on November 10. The little girl died of burns sustained while at school. During recess, Margaret, with several of her small schoolmates, was standing in front of an open stove, when her clothing caught fire, and before help arrived she was fatally



Baltimore and Ohio Bridge across the Beautiful Ohio at Parkersburg  
Photo by Fireman James W. Wood



burned. Her death occurred at St. Josephs Hospital a few hours later. Besides her parents she is survived by a twin brother and one sister.

Robert Foggin, Jr., infant son and only child of Baggage-master Foggin, Main Line Station, died on New Year's day at the home of his parents on St. Mary's Avenue after a short illness with pneumonia. We extend our sympathy to the stricken parents.

When Virginia Tredway, waybill clerk, was philandering about with an embryo pill vender during the holidays, little did she think she was courting a nervous breakdown. But after being regaled for a week or more with wild tales of dead men's bones stowed away in vats, and presented with a wallet made of a black man's skin, who the P. V. explained with gusto, had been hanged, Virginia broke down under the strain, sent this party back to Morgantown to finish his course, and called in her regular physician.

After several weeks she is again at her desk, still a little below par, but slowly coming back.

Let us hope this ghoulish person does not invade our peaceful hamlet again for many moons—at least not until Virginia's recovery is complete.

What do you think that Adjustment Clerk Belle Caldwell, Fourth Street Freight House, did? Well I'll tell you. She resigned, that's what she did, and left us in one short hour to do similar work with the South Penn Oil Company, this city. We miss her smile and chatter and we wish they hadn't got her. But since she elected to go, we wish her the best in the world.

The writer is kinda peeved because Belle had planned a wonderful trip with her next summer, to be made on passes furnished through the courtesy of the Baltimore and Ohio, but the South Penn beckoned with a few more yen and the contemplated trip has vanished into thin air. Farewell, fickle Belle!

Miss Mildred Carpenter, daughter of Agent F. A. Carpenter, journeyed to Pittsburgh on January 10, to visit friends and shop. While in the city she attended the Paderewski concert.

## Western Lines

### Cincinnati Terminals

Correspondent, JOSEPH BEEL

On December 29, the students from the Y. M. C. A. Law School, who were successful in the State Bar Examination, went to Columbus, Ohio, to be sworn in. Our A. R. A. bill clerk, C. D. Swepston, at Storrs, was fortunate enough to be among this bunch and accompanied them to Columbus. Because of his influence among his fellow students he was able to get them to go to Columbus via the Baltimore and Ohio, thus giving us the benefit of about twenty-five cash fares. Fine business!

We have just discovered why our general car foreman at Storrs has been putting away a few dollars in every bank in Cincinnati. They say that he drew them all out around Christmas time to purchase a fine Nash touring car.

Among our latest at Storrs to join the ranks of the benedicts is Car Inspector A. J. Grubbs. We were aware of the fact that he laid off a few days during the holidays, but it surely was a knock-out when he informed us of the occasion. He says the "All Lines" pass will have to be furnished



Margaret, deceased daughter of A. O. Tennant, Parkersburg, W. Va.

for two now instead of one. Thanks for the cigars, "Andy," and best wishes from us all!

On December 6, we received word that our old friend, Joseph Fuehner, at Storrs, was put on the pension list. Mr. Fuehner was injured while coming from church on December 25, 1921 and has not been able to work since then. Owing to old age and his feeble condition on account of his injury, he was placed on the pension list. Mr. Fuehner has been with us for about fifteen years, having entered the service on January 9, 1907. During his service in this department he won the friendship of all. While he has been away for some time, he will be greatly missed, especially by the office force.

#### A Good Order Car By G. B. S.

I inspected a box car,  
Attached a card red,  
Then to the railroad  
The good box car said,  
"I feel pretty empty,  
Please fill me up full,  
Start me in business,  
By giving a pull."  
So they loaded the car  
Right up to the door,  
Until they could not  
Put in any more;  
They then closed the doors  
And sealed them tight,  
Then started the car  
On his little hike.  
So the little car  
Had an awful race,  
For the engine ahead  
Set a dizzy pace.  
He was on the road  
Just thirty-six hours,  
And he was one,  
Among many cars,  
That got to New York,  
Feeling quite topsy,  
For he carried a load  
Of very fine "Matzy."  
"Three hundred in dollars  
Is what I have made,  
While around in the yards  
Bad orders have laid."  
Good box ears like this  
You will not find many,  
But a bad order car  
Can't earn a penny.

Experts have said that great improvements can be made in terminal operation, which makes it an especially good time for us, in view of the appeal in the December issue to "Stop That Leak," to keep our eyes open for possible economies.

**Nu-Way**  
**STRETCH**  
**Suspenders and Garters**  
Sold and guaranteed by leading dealers. Millions wear them. No rubber. Lots of comfort and easy stretch from Phosphor Bronze Springs. Year's guarantee. Suspenders, 75c; Garters, 50c; Hose Supporters, 25c.  
**ACCEPT NO SUBSTITUTES!**  
Nu-Way name on buckles. Send direct, giving dealer's name if he hasn't them.  
NU-WAY STRETCH SUSPENDER CO., Mfrs.  
Dept. G2111 Adrian, Mich.

Do you know a better, cheaper way to do a job? If so please write immediately to:

Stop That Leak,  
Mt. Royal Station,  
Baltimore, Md.,

where your suggestion will receive courteous and confidential consideration.

#### Freight Traffic Department Southwest Region, Cincinnati

Correspondent, E. H. GARDNER

Assistant Correspondent, C. C. TROY

Every day, in every way, try to help  
**STOP THAT LEAK!**

Here's a "comp" for the Dining Department! A patron, who was travelling with his wife from St. Louis to Washington, was heard to remark that, because of the splendid service he was accorded and the excellent meals with which he was served while in the Baltimore and Ohio diner, he had changed his mind about returning from Washington to St. Louis via a competitive line.

There is no leak for the Dining Car Department to stop when it comes to service and meals!

Leo Toelke gave Milly H. a beautiful fifteen-dollar pearl necklace for Christmas. We don't know "Milly," but 'tis said she is only sixteen and doesn't show her age one bit!

Won't some kind Tariff Bureau philanthropist please purchase "Tommy" Carter and Walter Nehls each a box of straws so they can drink their buttermilk at noon without spilling it over their vests, trousers, etc., etc.? Maybe it would be a good idea for "Tommy" and "Walt" to solicit the inventor of the noiseless soup-spoon and the fork for eating imported cheese, to invent for them some sort of a device for drinking buttermilk. **STOP THAT LEAK!**

Vina Rullman says she doesn't want her name in the MAGAZINE, so here it is—MISS VINA RULLMAN.

Effective December 15, M. D. "Oats" Barley was promoted from rate clerk in the Tariff Bureau to chief clerk, Local Office, Columbus, Ohio. "Oats" made a lot of friends during his short stay in Cincinnati, all of whom extend to him congratulations and best wishes for his future success.

Mr. Barley was succeeded by A. S. Hilgemeier, former rate clerk, Division Freight Office, Washington, Indiana.

W. E. Barber, stenographer, Tariff Bureau, resigned on January 1. Only two Barbers left there now—Les, assistant chief clerk, and John Edwards.

Chief Clerk Shumard hiked off to St. Louis during the holidays and spent the week as the guest of his daughter.



At last! After four baby boys had been born in the homes of various members of the General Freight Office during the past six or eight months, Papa Duncan came across with a girl. Attaboy, "Dunk!"

#### Champions of the Past Year

Stenographer—C. A. Her.  
 Sprinter (in the direction of the La Palma cafeteria)—Ed. Knauber.  
 Flyweight—"Marble" Marz.  
 Window pusher—up—A. Mincow.  
 Window pusher—down—F. Smith.  
 Vocalist and whistler—Arthur Reed.  
 Sneezzer—Elmer Schofield (in a walk).  
 Eye-brow plucker—Elza Cliff Jett.  
 Hair-comber—Tied—"Bill" Jones "Ash"  
 Tullis, "Billy" Scholl.  
 Last but not least—S T O P T H A T  
 L E A K !

### Akron Division

Correspondent, J. A. JACKSON

Miss Pearl Thompson, for the past three years stenographer to the chief clerk, Superintendent's Office, has been promoted to secretary to the superintendent, succeeding George B. Barr, who resigned to take up farming on his farm in Maryland. Pearl is one of the popular girls on the Akron Division, and her efficient work and close attention to duty have earned for her the well deserved promotion. We join in congratulations and best wishes for success.

Division Accountant P. H. Groscup, Connellsville Division, was a welcome visitor at division headquarters recently. Come again, "Phil," we're always glad to welcome our old associates, and the latch string's always out.

A. P. Zeitler and Miss Julia Quinn are newcomers in the General Foreman's Office, New Castle, formerly having been employed in the Terminal Trainmaster's and Division Accountant's Offices.

Akron Division is represented in the class AA league in the Akron Recreation Commission Basket Ball League in which some of the best teams in the city are entered. The Baltimore and Ohio is the only railroad represented.

### Massillon, Ohio

Correspondent, W. E. BRUGH

#### Stop That Leak!

Charles D. Crawford has entered the service at Massillon as car inspector, vice



Bobby, six months old son of Conductor H. U. Brugh



#### OUT FOR A SPIN

Miss Irene Lattan, stenographer to the chief of police at Youngstown, ready for a morning ride on the captain's motor car

P. Krizan, assigned to car repairman on Rip Track. We wish you all kinds of luck and success, Mr. Crawford! Just remember that, "Safety First" is the Baltimore and Ohio motto.

Clerk to Train Master William E. Brugh, has returned to train service, and is now braking on Massillon-Holloway Local. Be careful, "Bill;" you know they do not pack pianos in cigar boxes.

Roundhouse Foreman F. R. Doyle, has moved his office into new quarters, which consist of an old passenger car, overhauled. Good enough, Doyle!

Some relatives of W. E. Brugh who live in Virginia, were planning to pay him a visit; they informed him that they were coming out on a foreign railroad. Mr. Brugh immediately got the typewriter busy, and gave them a route, in which the Baltimore and Ohio would be favored a little, which also shortened their route about 100 miles and made a saving for them of about \$4.00 in fare. Needless to say, a successful trip was made, on Nos. 15 and 6.

Round House Foreman F. R. Doyle was in need of an electric light, so he made a frame-up with an employe that when he went into "Tom" Morgan's office, all the lights should be turned out. Of course this was at night and when the lights went out, Mr. Doyle then gently removed one of Morgan's lights from the socket and after a little conversation regarding lights going out, he returns to his office. Then presto-change! The lights go on, and Morgan is shy one light.

The editor has asked all correspondents to help arouse interest in the Stop That Leak drive that President Willard placed before us in the December issue, and I know the spirit of our men so well and their regard for the Company, that I'm sure of a ready response.

Having been in train service and in an office, I know, on the one hand, the chances there are to waste train supplies, and, on the other, the efforts that are made by our supervising officers, to save them. Most of our train service men realize the truth of this statement. Now, fellows, let's make a real effort this year to do real teamwork, to take care of lanterns, flags, fuses, etc. Let us not use one of these less than is necessary to promote perfect safety, but let us not, again, use one more than is necessary. All together, now, Thank you!

### Newark Division

Newark, Ohio, Station

Correspondent, B. A. OATMAN

Stop that leak.  
 This should be your motto.  
 On your interest depends the success of this campaign.  
 Prevent loss wherever possible.

This is good practice.  
 How much can Newark Division save.  
 Avoid the use of new material wherever possible.  
 The scrap bin may contain the material you need.

Look through your locker.  
 Every employe must do his part.  
 Always report any suggestions to your foreman.  
 Keep everlastingly after it.

#### We Have Signed Up to Aid in This Campaign

Sherrard  
 Thomas  
 Ochse  
 Pierson

Tagg  
 Hughes  
 All shop foremen  
 Those we have missed

Locomotive firemen  
 Engineers  
 And guardian of stores  
 Kazmarek

Do an honest day's work!  
 Do not loaf on the job!  
 Do not waste material, it costs money!  
 Do you know that a saving in material means increased forces at work? It does!

You, no doubt, have read the December issue and have noted that the Baltimore and Ohio Railroad is now endeavoring in every way possible to stop the wastes in our operations. You are urged to take a prominent part in this campaign which will result in much good for yourself and the Newark Division of the Baltimore and Ohio.

We have here two photographs showing the old and the new buildings located at the N. & W. R. R. Crossing, East Columbus, Ohio, on the C. & N. Sub-Division of the



Newark Division. One photo is of the old tower known as "BW." The building covered with the shingles has been replaced by the newer and more modern building, a portion only being shown in the photo, this to show the arrangement of the low rocker shaft bearings.

Beaniel Brill, retired track foreman and member of the Baltimore and Ohio Veterans' Association, died at the home of his son in Cambridge, Ohio, on January 2. His home was at Salesville, Ohio, where he had lived all his life. B. Brill, as he was known, entered the service of the Baltimore and Ohio on the Central Ohio Division on October 10, 1872, as trackman. He was promoted on October 25, 1887, to section foreman. This position he filled until September 1, 1920, when he was forced to retire because of poor health. In 1895 he was awarded a certificate of distinction and a cash prize of \$25.00 for having the best section west of the Ohio River. Mr. Brill was personally interested in the welfare of the Veterans' Association and was an earnest worker in this organization at all times. His friends were legion, and his presence will be greatly missed by those who knew him. He leaves to mourn their loss, four sons, two daughters and six grand children. The sympathy of the Baltimore and Ohio Veterans and Newark Division employes is extended to the survivors.

**Accounting Department**

Correspondent, R. T. GEORGE

Otto Reichert is thinking of trading in his goloshes for a pair of 1923 model radio boots.

Ira A. Richmer, C. T. Department, underwent a serious operation recently, which was successfully performed by Drs. Hatch and Evans of this city. We wish you a speedy recovery, "Andy," and hope to see you back at your desk in the near future.

Rodolf Hartman is up to his old tricks, having recently sent in his annual subscription for Whiz Bang.

The Baltimore and Ohio Bowling team of Wheeling ventured away from their usual abode and came to Newark to carry away with them laurels which they thought by rights belonged to them, but after the clouds were cleared away they were sur-

prised to find that the score stood: Newark 2478 pins, Wheeling 2083. Newark had just 395 pins to the good. We were not worried in the least and were confident that we would still retain the championship of the Western Lines teams of the Baltimore and Ohio. A good team will always be welcome in Newark at any time during the bowling season, so if you have a chance to visit Newark be sure and bring your best team with you as you will need it, sure.

**NEWARK**

Tracy.....	172	148	157	477
Greely.....	178	188	160	526
Floyd.....	147	138	169	454
McAfee.....	139	169	160	468
Haban.....	192	178	183	553
Totals.....	828	821	829	2478

**WHEELING**

Harrison.....	219	160	150	529
J. Michel.....	134	124	111	369
L. Michel.....	144	116	114	374
Gruver.....	123	138	122	383
Edelen.....	131	178	119	428
Totals.....	751	716	616	2083

There are many chances for us to help in the Stop That Leak drive. We pass on many accounts for payment and can be scrupulously careful that the Company is getting everything it is paying for. Let us all get behind this saving campaign.

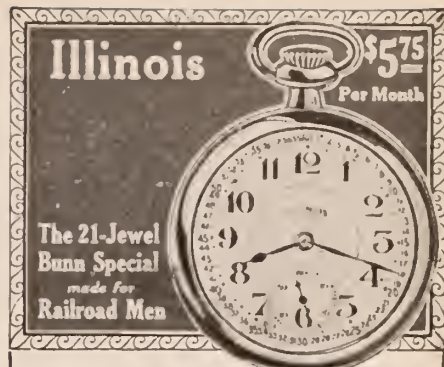
**Marietta, Ohio**

Correspondent, G. R. STEEN

According to Dame Rumor, Cupid has shot his arrow thro' the heart of one of our force. What's the date set, "Hud?"

J. M. Reed had a fine week end trip to Chillicothe. He is quite undecided as to whether the "darb" in Columbus or the nurse in Hamden is the best looking.

Brakeman Fred McDonald proved himself quite a hero the other day. While switching in the yards, Conductor Schilling saw a runaway team coming down Second Street on high, but on account of his leg he was unable to do anything. He called to Fred who ran after the horses and after quite a chase finally succeeded in stopping them. Good work, Fred!



**Send No Money**

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. **Guaranteed to pass inspection on any railroad.**

**After Trial a Few Cents a Day**

The watch comes express prepaid to your home. Examine it first. Only if pleased send \$5.75 as first payment. Wear the watch. If after 10 days you decide to return it we refund deposit immediately. If you buy, send only \$5.75 a month until \$57.50 is paid.

**ORDER TODAY** Just send us your name and address. No red tape. Just say, "Send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 122-page catalog, No. 4012 shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

**J.M. LYON & Co.** { Dept. } 2 Maiden Lane { 4012 } New York City

Our boys of the Yard Crew are a gallant bunch. On a cold morning when just outside of the city limits while running up the O. L. K. to West View, the engineer saw something white waving to him from the rail ahead. He immediately brought the engine to a stop and the conductor and brakeman went forward to investigate. They found a white duck frozen to the rail. It seems that old man ducks had been paddling around in the ditch along side of the track and when it started to cross the track it stepped upon the rail. The rail was cold and the duck's feet wet, so they froze to the rail. The crew removed the duck and proceeded on their way.

It has been rumored that Yard Clerk Charles Richardson has been stepping out quite a bit recently. He has been seen in the vicinity of South Fourth and other



**CAUGHT BY THE NEWARK DIVISION PHOTOGRAPHER'S CAMERA**

Left to right—Cashier R. H. Shantz and "Buddie" Pfaff, posing for a time exposure taken just before twilight. Next comes the leadout at the new tower on the C. and N. Sub-Division, East Columbus, showing arrangement of low rocker shaft bearings. At the right is the old tower, East Columbus

Please mention our magazine when writing advertisers



"sea ports." We hear from good authority that he is contemplating taking on a life partner.

We are all wondering whether it was MICK's hunting trip or the attraction he has at Macksburg that caused him to load a 5,000 pound ensilage cutter, thinking that he was loading a four-wheeled baggage truck. What do you say, "MICK?"

Cashier Schantz reports a successful hunting trip as you will note from the accompanying photograph. Left to right: R. H. Schantz and his "buddie" C. L. Pfaff. Time exposure taken just before twilight.

Fellows, let's get together and Stop That Leak! President Willard has asked us to help him and I know we are going to do it.

Most of us have chances to save and we will in supplies, in time. Let's be sparing of everything but courtesy.

Do you know a better way to do any job on the railroad, or a new way to make a saving. Then write

Stop That Leak,

Mt. Royal Station,  
Baltimore, Md.,

and tell how. Your communication will be considered in confidence for the best interests of our great big family.

Columbus, Ohio

Correspondent, R. KENNETT

E. A. Dildine, BR Tower, was recently called to Indianapolis because of the death of relatives.

R. R. Page, former agent, Shawnee, has been appointed agent at Outville, Ohio.

We are glad to announce that Brakeman J. C. Tobin is slowly improving from injuries received some time ago. Brakeman and Mrs. Tobin were presented with a Christmas gift of \$105.00 by Mr. Tobin's fellow employes.

Joseph B. Rich, passenger brakeman, trains 31, 32, 37, 38, died on December 24, from a complication of diseases. "Ben," as he was familiarly known, had been in the service of the Baltimore and Ohio for the past thirty-six years, making daily trips between Columbus and Cincinnati. Our heartfelt sympathy is extended to the bereaved family.

Night Roundhouse Foreman Jenkins is back on the job after spending his vacation at Shawnee and McCuneville.

They tell us that there's a restaurant on North Fourth Street that serves two spoons with one bowl of soup. Comes in rather handy for Yard Clerk Mason and Operator Rankin.

Chief Yard Clerk Wurdack, third trick, came to work one day with a black eye. He says he got it trying to crank his machine. Maybe so. Anyway the lumber for his shanty was all free.

Car Inspector Charles Evans is much improved after being off duty for a few days because of that dreaded disease, sleeping sickness.

Car Foreman Avery has just returned from his vacation—he wouldn't tell us where he spent it, but we hear that he spent it playing Santa Claus at the Boston Store.

Yard Clerk McCormick was steeped in sunshiny smiles on Christmas morning. When asked for the reason, he replied that he was overjoyed that his canary had gotten a box of seeds for Christmas.

Night Yardmaster Smith was recently presented with a new lantern, a gift from Brakeman Elliot. The presentation speech was made by "Shorty" Griffin. Quite a crowd turned out to witness the ceremonies.

The following named new employes have been added to our list in the yard: Brake-men Herr, Harding, Norton, Marvin and Kinnies.

We sincerely regret to announce the death of Mrs. Catherine Woods, wife of Conductor Michael Woods, which occurred on January 6. Our sympathy is extended to the bereaved family.

STOP THAT LEAK! Help the Company save! What profits them profits us!

Local Freight Office, Columbus, Ohio

Correspondent, MISS EDITH ROACH

On the evening of December 16, the Baltimore and Ohio Girl's Sewing Club entertained their guests with a Christmas party at the home of Mrs. James Jones, 729 Oak Street. The house presented a beautiful picture with its decorations of Christmas colors and flowers.

It being the thirty-first wedding anniversary of Mr. and Mrs. Jones, the entertainment committee provided great amusement for the guests by giving a mock double ring, wedding ceremony. This ceremony was performed by F. H. Dike in his inimitable manner in negro dialect and bound the contracting parties to a life-long service with the Baltimore and Ohio Railroad Company. The obligations were gladly assented to by the bride and groom.

Fred Head acted as groom, Rufus Kenny as best man. The bride was attended by Mrs. Aborgast as bridesmaid, Marie Brink, maid of honor, Harriet Knapp, flower girl and little Jeans Knapp, ring bearer. The rings were two doughnuts carried on a tray. The bride was dressed in colors in keeping with the season and carried, in lieu of flowers a rolling pin decorated with red ribbons.

After the wedding a delicious dinner was served by the ladies to fifty-eight guests. Then followed the appearance of Santa Claus in regulation North Pole garb, who distributed gifts to each one present.

The rest of the evening was spent in games and contests which brought forth peals of laughter and made the old home ring merry.

The guests are already inquiring when the ladies expect to have another party.

The girls of the local freight office held their Christmas Luncheon at the office on Thursday, December 21. After lunch presents were exchanged.

Six of the girls enjoyed getting the dinner and spending the evening with Edith Roach on December 27.

We welcome M. D. Barley as chief clerk, vice J. V. Price, who is now with the Ralston Steel Car Co. Mr. Barley was formerly assistant rate clerk in this office, receiving a promotion to the Freight Tariff Bureau at Cincinnati last July.

Mrs. L. E. Miller was called to Zanesville on December 29 because of the death and burial of her aunt.

Mr. and Mrs. E. J. Funke and Mr. and Mrs. Fred Head spent New Year's in McConnellsville, Ohio. Mr. and Mrs. F. H. Dike spent New Year's with relatives in Indianapolis. Mr. and Mrs. J. T. Payne visited their son and family at Ft. Wayne during the holidays. Mrs. A. E. Andrus, wife of our assistant cashier, visited her brothers in Cincinnati and Dayton recently. Mr. and Mrs. L. E. Miller had as their guest during the holidays their son Elvin, who is attending Tri-State Engineering College, at Angola, Ind.

Two of our girls received diamonds for Christmas. Which will leave us first, Hazel or Bess?

Help save! Help Stop That Leak! What helps the Company helps us. Do you know a better way of doing this than by cutting out all waste? Let's do it!

## Chicago Terminal

Correspondent, J. L. NICHOLS

Since April, 1895, Henry Gebel, janitor in charge of the upkeep of the Grand Central Passenger Station waiting room, has pushed a brush over the floor of that room. In doing so, we estimate that he has traveled a distance equal to three round trips between Chicago and San Francisco *without fin ling a penny*.

On Christmas Day, 1922, he was retired, and joined the ranks of honored pensioners, at the age of seventy-two years. He was presented with a suitable gift and a well-filled purse, by F. W. McClement, superintendent of the Building, on behalf of the many friends who will miss Henry, and who daily greeted him with "Hello Henry," as they passed to and fro.

Storekeeper Virgil Dawson and his brother "Brad" spent the holidays with relatives in West Virginia.

Assistant Chief Clerk "Bill" Kennedy, Lincoln Street, spent a Merry Christmas at his home in Garrett.

The lady clerks at Lincoln Street wish to have it known that they have an up-and-coming bowling team. They meet on Thursday evening of each week. Some remarkable scores are made. The beautiful feature is the good social time enjoyed at such get-togethers, as well as the healthful recreation involved.

The many friends of Charles L. Hegley will be pained to learn of the death of Mrs. Hegley. Mr. Hegley has the sincere sympathy of his large acquaintanceship on the Terminal.

Much water has gone over the dam since the present distinguished associate justice of the Supreme Court, Louis N. Brandeis, said some years ago that the railroads of the United States wasted a million a day. Remarkable have been the improvements, telling the increased efficiency, all of which shows up with amazing clearness in the basic figures denoting the progress of the railroads. But—we all know that further progress can be made and I am sure that we are all anxious to help President Willard in the "Stop That Leak" drive that he started in our December issue.

Has any officer or employe of the Terminal sent in his suggestion as to how we can further economize? Let us be up and doing! Let us make our section of the Road noted for its forwardness in thinking and acting. If you know of a leak, please play the game and tell

Stop that Leak,

Mt. Royal Station  
Baltimore, Md.,

about it right away. There it will be acknowledged promptly, and considered carefully and in confidence by expert railroad men who are in great earnest to make this drive resultful for the Road.

## South Chicago

Correspondent, ESTHER SPRENBURG

Let the Wedding Bells Ring Out! They are working overtime at South Chicago. Listen!

Foreman "Jack" Pubins, Car Department, and Ethel Fraley were united in marriage on January 3. The happy couple have our sincere good wishes. Mr. and Mrs. Pubins left shortly after the ceremony for New Orleans, La.



Frank Ullruch, our genial ticket agent, 95th Street, surprised the writer when the information was given out of his marriage to Miss Elizabeth Bule. This happy event occurred on December 27. Congratulations!

Adolph Wegryz, clerk in Mr. Quigley's office, has also taken the final step. In our last issue we "heard" about the diamond. Now it is the wedding, but Adolph won't tell us a word. However we have found that the big day was on January 10, and we now offer our sincere good wishes. Congratulations, Adolph! May you be very happy!

We are pleased to find Miss Anne Dubsky back at her desk once again, after an illness of several weeks.

Mr. Quigley, our genial general foreman, why so downhearted? Oh yes, we know now. Mrs. Quigley is sojourning in Tennessee during the winter months. Cheer up, spring will soon be here.

**STOP THAT LEAK!**

**Chicago Division**

Correspondent, F. N. SCHULTZ

Willard, Ohio

Correspondent, CARL C. CLUGGISH

A strange whistle has been heard for some time past coming from the direction of the roundhouse. Knowing that the whistle was not like any on the engines around Willard, the curiosity of the correspondent was raised to such a pitch that it became necessary to find out just what this whistle was. Upon investigation it developed that the general foreman has installed an automatic trip whistle at the entrance of the Chicago Division ready track to the roundhouse. This is rather a close place and as soon as the engine strikes the trip, the whistle blows, warning people walking of an engine coming from the other direction.

Assistant Road Foreman of Engines W. G. Smith has been temporarily stationed at Willard to assist in handling the engine crews there.

W. G. Trimner, former chief clerk to car foreman at Willard, has returned to the service of the Baltimore and Ohio as night record clerk, Central Yard Office.



Little son of Elevator Operator Sam Frerri, Chicago Terminal

William Kautz, messenger at Willard, has been investing quite a large amount of money lately in roses. We have been unable to get the meaning of it all, and will appreciate it if Bill will explain which he likes better, roses or dates.

We can rest in peace now that nearly all of North Carolina has moved to Willard. However, we are well satisfied with them as they make good brakemen and firemen.

**Ohio Division**

Correspondent, A. E. ERICH

"STOP THAT LEAK" economy drive is on. Have you economized in your supplies, etc? What have YOU done in "Stopping a Leak?" We need YOUR help!

Conductor "Tom" Murphy and Brakeman Cox are wearing broad smiles these days. Why? They are back on their home runs, Nos. 47 and 48, which were discontinued for some time.

Mrs. Edward Barrett, third trick operator, Leesburg, is off on a lengthy vacation and is being relieved by her husband.

Miss Josie Glating has almost left the line of operators, having opened up the "Williams Hotel" at Chillicothe, where she and her aged mother now reside. Success "Jo!"

We are sorry to announce the death of Brakeman "Ben" Rich, formerly on Nos. 31 and 38, between Columbus and Cincinnati, who died of heart trouble on December 24.

Brakeman J. H. Pinkerton announces the arrival of an eight pound girl at his home on December 18.

Operators Clare Merriell, Hamden, Charles Toops, Wilmington, and W. G. Brill, Stewart, all lost their fathers during the month of December. The sorrowing relatives have our deepest sympathy in this their sad bereavement.

Train Baggage man John Blackburn "put one over on us" by taking unto himself a wife. Congratulations!

We also congratulate Brakeman H. G. Hodle, who was recently married.

For some time it has been felt that an additional caller should be added to the present force at Chillicothe. At last this has been done. A nine and one-half pound boy was left at the home of Caller and Mrs.

Frank Routt on December 6. The new addition has been named Warren. Congratulations!

J. N. Gunning, machinist, all smiles over the arrival of a daughter, born on November 27.

Engineer McSenn has signed a life contract, joining the ranks of the benedicts. Congratulations!

F. W. Reynolds has been promoted from storekeeper at Chillicothe to a similar position at Garrett, Ind. E. B. Isenogle, Dayton, has been appointed to position made vacant by Mr. Reynolds. We wish both success.



**"I Knew You'd Make Good"**

"I ALWAYS felt you had it in you to get ahead. But for a time I was afraid your natural ability would be wasted because you had never trained yourself to do any one thing well.

"But the minute you decided to study in your spare time I knew you'd make good. You seemed more ambitious—more cheerful—more confident of the future. I knew your employers couldn't help but notice the difference in your work.

"Think what this last promotion means! More money—more comforts—more of everything worth while. Tom, those hours you spent on that I. C. S. course were the best investment you ever made."

HOW about you? Are you always going to work for a small salary? Are you going to waste your natural ability all your life? Or are you going to get ahead in a big way? It all depends on what you do with your spare time.

Opportunity knocks—this time in the form of that familiar I. C. S. coupon. It may seem like a little thing, but it has been the means of bringing better jobs and bigger salaries to thousands of men.

Mark and mail it today and without cost or obligation, learn what the I. C. S. can do for you.

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Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

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Canadians may send this coupon to International Correspondence Schools Canadian, Ltd., Montreal, Canada



A BUSY DAY IN THE TICKET OFFICE Eugene Sickles, 16 years old, has drawn this clever cartoon of his brother, who is ticket seller in Union Station, Chillicothe



Born to Brakeman and Mrs. Stanley Edwards on December 18, a seven-pound boy, who has been given the name of Harold LeRoy.

Our sympathies are extended to Homer Riley, hostler, in the loss of his son, Homer, Jr., who died of scarlet fever on December 12.

The following appeared in one of the Chillicothe local papers regarding the birth of a daughter to Engineer "Red" Landrum: "Born—a daughter. Mr. and Mrs. Charles Landrum, Jefferson Avenue, announce the birth of a daughter, Mary Jane, on December 15. Immediately following this in large black letters, "Advertising Pays." "Red" is all smiles over this young arrival, and seems to be convinced that "advertising" does pay.

It is with regret that we learned of the death of L. E. Miller, operator at Washington C. H., on December 28. He had a large number of friends who extend their heartfelt sympathy to his widow.

#### Questions and Answers

Q—When desiring to get off train No. 47 at Midland City after spending New Years at Chillicothe, how will I know when we reach this station.—F. H. Donnell, conductor.

A—Am sure conductor of No. 47 would be glad to personally inform you when reaching this station, if you will make request of him. If he should fail to do this, and you are carried to Blanchester, and do not care to walk back, perhaps "Butch" Bailey would let you ride back with him, in his meat truck.

W. S. Barnhart started the New Year with a smile. A boy has arrived at his home.

Brakeman Earl Smith requested leave of absence in December, stating he was sick. We are informed that it must have been "love sickness," as he is now a married man. Congratulations!

Harry Jones, clerk in Division Accountant's Office, is looking rather spry since he is the father of a fine eight pound girl,

Betty Jane, left at his home on January 2. Mrs. Jones was formerly Miss Wilda Graves, clerk in our Freight Office. Congratulations and our best wishes for the future health and happiness of the little miss!

We are glad to announce that Miss Bernice Gickler, stenographer in Freight Office, has resumed work after an operation for appendicitis. Although Bernice lost her appendix while absent from her duties, she gained a diamond ring, which she is wearing on the left hand. Congratulations!

Two more diamonds have made their appearance in the Freight Office, one on the hand of Miss Bertha Graves and the other on Miss Katherine Moore's hand. Felicitations!

Miss Margaret Doster, stenographer, Division Freight Agent's Office, has just returned after being absent from duty for some time because of injuries received in an automobile accident. We are glad to see her back again.

ONLY THROUGH COOPERATION UPON THE PART OF ALL WHO ARE IN ANY WAY CONCERNED WITH LOCOMOTIVE FUEL CAN THE HIGHEST DEGREE OF ECONOMY BE ATTAINED. PLEASE COOPERATE, AND "STOP THAT LEAK!"

#### St. Louis Division

Correspondent, H. L. SMITH.

Sincere sympathy has been extended to Frank Zwinak, formerly employed in the division offices at Flora, on the death of his wife on November 23. Mrs. Zwinak was the daughter of deceased Switchman Robert Hubbell of the Flora Yard.

On December 5, James M. Sheer, familiarly known to thousands of East St. Louisans as "Pop" Sheer, died in the Deaconess' Hospital where he had been undergoing treatment for an asthmatic condition. "Pop" Sheer was born in Michigan in 1840 and came to East St. Louis in 1874 as superintendent of rolling stock of the



THE LATE JAMES M. SHEER

The picture was drawn by Mr. Sheer himself in December

old O. & M., now the Baltimore and Ohio, and remained in service continuously until his retirement. He took an active interest in public affairs and was an alderman in the old city council for sixteen years. He was also a member of the board of directors of the public library for many years. His fraternal affiliations were with the Masons and the Elks and he was the oldest member of the East St. Louis Lodge of Elks in point of years and the Elks Club saw him frequently; he seldom missed any of the social events and was fond of his game of billiards. Funeral services were held under the auspices of the East St. Louis Elks.

Stop That Leak! Save rubber bands. They are high. If you don't believe it, buy a box.

Operator Harry Hoopengartner has installed a radio at his father's house at Rivervale. As this is right on top of the Rivervale hill he should be able to get all the news that is moving.

Do you remember the story of the little boy of Holland who, by keeping his hand in a break in the dike kept out the waters of the sea. He stopped a leak!

First Trick Operator Gallagher, Mitchell, is taking a two months' vacation in Cuba and through the south. It is expected he will have all the dope on Spark Plug when he returns.

The many friends of W. L. Pope were filled with sorrow upon learning of his death on November 25. Employed as switchman in the Flora Yard, he was familiarly known as "Fat" to railroad men and fellow citizens and was the only son of Jerry Pope, passenger engineer on the Springfield Division. Death was caused by blood poisoning which developed from a slight wound, and a later development of pneumonia. Mr. Pope was a member of the Knights of Pythias and of the B. of R. T. and had a wide acquaintance. Interment was made at Flora, the Knights of Pythias and members of B. of R. T. lodge marching in a body and performing the last rites at the grave.

While Chief Caller F. H. Wright of Flora is at present unable to plug any leaks, because of illness, he was recently instrumental in obtaining some revenue for the Company by inducing a friend and his wife to travel over the Baltimore and Ohio from New York to Flora. When one of his acquaintances went back to Ireland to claim a bride, he inquired as to their return route and learned they were coming back from



SMILES FROM THE OHIO DIVISION

Left, Brakeman J. P. Thompson, who is first lieutenant in the National Guard. Right, Supervisor L. A. Pausch and one of his capons, weighing 12 pounds



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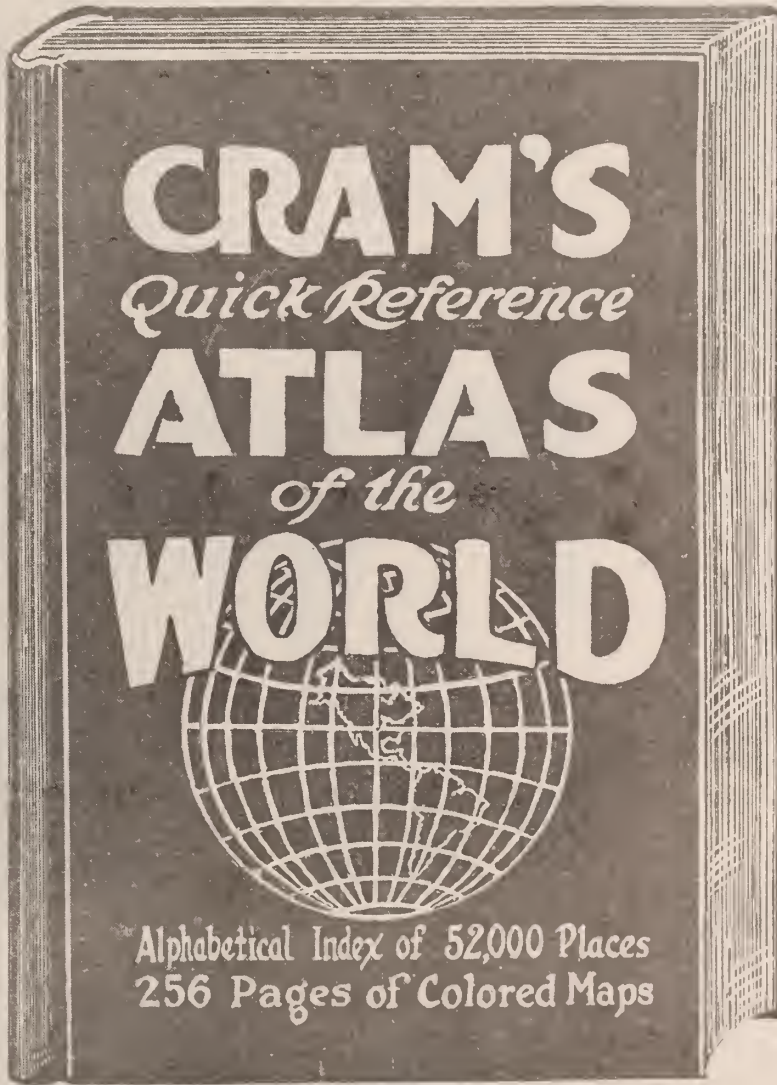
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Chief Caller F. H. Wright and his little daughter, Martha Filonne, age 18 months

New York via a competing line. He then pointed out the advantages of a trip over the Baltimore and Ohio and upon their return they expressed their pleasure over the service afforded. Needless to say, Frank, who is fifty years old and who has been in the service for seventeen years, is always boosting.

Material means money. Save it!

Operator H. H. Bonney, who recently bid in the agency at Springer, has joined the ranks of the benedicts. Congratulations!

Pensioned Operator J. M. Mack, Evanston, Ill., paid the division offices at Washington a visit recently, and was shaking hands with old time acquaintances. Mr. Mack was formerly chief dispatcher.

### Toledo Division

East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

Only thirty more days until Spring; then the bluebirds will begin to appear and dull, dreary winter will be a memory. Let us hope that it will bring with it rays of sunshine and further instil in us that beautiful spirit which was so abundant during the holidays, in the Baltimore and Ohio Family.

A welcome addition to our City of Dayton is that of J. W. Bellmyer and his aunt, Mary Bellmyer Hannon. "Jack," as we call him, made his home with his aunt for a number of years. They recently moved from Newark, Ohio, and have taken up quarters in the beautiful Laymon Apartments. May their stay with us be long and pleasant. We bid them welcome.

The stork arrived a few days before Christmas and left at the home of Engine Inspector J. P. Leahey a great big boy. Of course, the cigars were abundant, as "Jack" says, "There's not another like him—a howling success."

Machinist Charles Lough, second shift, was recently called to Baltimore, where his father underwent an operation at the Johns Hopkins Hospital. The operation was successful and from late reports his father is convalescing nicely. Mr. Lough is a veteran and honored employe of the Baltimore and Ohio. His home is at Benwood, West Va.

The condolence of the shop was extended to Mr. and Mrs. Walter Wentworth in the loss of their little son, which occurred on December 12. Little "Snookie," as we called him, will be sadly missed by his playmates, for the little flower that was left to bloom for a while has been transplanted to the Garden of Eternal Happiness.

### The Clock of Life

The Clock of Life is wound but once,  
And no man has the power  
To tell just when the hands will stop,  
At late or early hour.  
Now is the only time you own,  
Live, love, toil—with a will,  
Place no faith in tomorrow for  
The clock may then be still.

—Exchange

At East Dayton, right here where so many of us are employed in shop, yard, maintenance and train service for the Best and Only, right here is a wonderful place for some great work to be done in the "Stop That Leak" drive.

We know that we have efficient workers here, and good facilities, but sorry the man or the place who thinks that he is so good or that his place is so good that it can't be improved.

Who will be the first to help? President Willard has invited suggestions as to how we can save money for the Road. If you have an idea, please pass it along as requested to:

Stop That Leak,  
Mt. Royal Station,  
Baltimore, Md.,

where it will be courteously acknowledged, considered in confidence and handled by men competent to decide on its merits.

Who will be the first? Let East Dayton lead the way!

### Division Accounting Office, Dayton, O.

Correspondent, G. M. McBRIDE

"Whoso keepeth the fig tree shall eat the fruit thereof."

### You Ought To

If you have not "Stopped That Leak"—UO2

If you have not yet become a member of the Relief Department—UO2.

If you do not love your work—UO2.

If you do not arrive at the office on time—UO2.

If you do not love your wife—UO2

If the janitor does not open up the windows and give us fresh air—UO2.

If you do not give 100 per cent. of eight hours labor to the Company—UO2.

If you are not saving any of your income for a rainy day—UO2.

If you are not effecting a saving, as far as possible, of material—UO2.

If you do not use daylight instead of electricity—UO2.

The accompanying picture is that of E. O. Vermillion and family. This is one of our best disciplined families. This probably is because "Ed" is an ex-school teacher.

On December 30, the wedding of Clarence Kesling, tonnage clerk and son of Baggage-master Edmond Kesling, and Miss Myrtle Grawal was solemnized. The bride is a graduate nurse of Miami Valley Hospital.



### DAYTON CELEBRITIES

Above: E. O. Vermillion, Accounting Division, and his fine family.  
Below: Mr. and Mrs. Clarence Kesling



# FREE! Hearth Rug

## FREE

WITH 9x12 FT. Seamless Brussels Rug



## 30 DAYS' FREE TRIAL

No description by word or picture can do justice to this fine rug. You must see it, you must handle it, you must have it on your own floor to fully realize its beauty, its charm, its quality. I want this rug to be its own salesman. I want to send it to you on 30 Days' Free Trial to use as your own at My Risk. If your satisfaction is not complete—or if for any reason in the world you wish to do so—you may return the rug after a whole month's use. The trial will not cost you a penny. I will refund your first payment and all freight charges without quibble, question, delay or formality. Sign the coupon, send it and \$1. The rug will soon be on its way to you.

**WITH ORDER**

**Special 30th Anniversary**  
**SALE PRICE Only \$28.95**  
 Easy Monthly Payments

The former price of this Fine Rug was \$42.95—and without the Free Hearth Rug of course. Now that I have slashed \$14.00 from the price and am including the Free Hearth Rug besides, this offer is a Tremendous Bargain. **Size:** Full Room Size 9 x 12 ft. **Material and Quality:** Brussels of extra good grade. Genuine, high-quality wool worsted (see, with heavy back. The worsted yarns are carefully selected. Made entirely in one piece and without a single seam. A rich-looking rug that will give many years of satisfactory service. **Design:** A floral pattern with a touch of the oriental, dainty, yet distinctive. The handsome center medallion is made more beautiful by the exquisite pastel effects of varying shades. Then there are the lavishly beautiful scrolls and floral field. Colors: Blue and Tan predominate. The strikingly individual medallion is in four shades of handsome steel, brown, rose and old gold. The main ground is a beautiful blending of soft rich tans and ivory in a noiré effect. The outer scrolls and large clusters of roses are in natural colors and gold. The semi-oriental border is in blue and tan. These colors are guaranteed to be absolutely fast and will not run or fade. This is a rug for any room in the house. It will harmonize with any kind of furniture. Former price, \$42.95. Fill out and send the coupon today. Order No. PA5050. To me: \$1 with order, \$2 Monthly. Total Price \$28.95.

### FREE Hearth Rug A Prize to the Prompt

This 27x52 inch Tapestry Brussels Hearth Rug is of the same quality, the same materials and the same colorings as the 9 x 12 ft. room rug described on this page. It matches the big rug exactly. When used in the same room, the two will harmonize perfectly. This Free Hearth Rug is a Prize to the Prompt. To get it you must send in your order promptly. Both rugs will be sent together. Send in your order today.

Order No. PA5050. To me: \$1 with order, \$2 Monthly. Total Price \$28.95.

*Nathaniel Spear*  
 President

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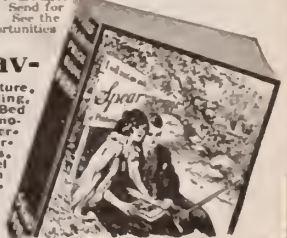
## 30th Anniversary Sale

Thirty years ago in a little store here in Pittsburgh this business made its humble beginning. With small capital but great faith I staked my all on the downright honesty of the average man and woman, the people who deserved credit but found it hard to get. I was a pioneer in the "open account way" of home furnishing. My little one-floor business has since grown into a mammoth institution that performs a nation-wide service. To celebrate my thirtieth anniversary I am conducting a Big Sale that will last throughout the year.

**Big FREE Book** All my prices are down. I guarantee savings of 30 to 60% on everything for the home. Everything I sell is sent on 30 Days' Free Trial and Use in Your Own Home, and I give the Longest Time to Test. I repeat to you what I said to my first customer 30 years ago: "I Will Trust You Gladly." Send for my Big Free Catalog today. See the Thousands of Bargain Opportunities that await you.

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Furniture, Bedding, Springs, Mattresses, Bed Spreads, Rugs, Carpets, Linoleum, Lace Curtains, Perleres, Dishes, Baby Carriages, Glassware, Stoves, Ranges, Lamps, Enamel Cooking Sets, Aluminum Ware, Refrigerators, Washing Machines, Sewing Machines, Guns, Silverware, Clocks, Cameras, Victrolas, Luggage, etc.



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Send me at once 9 x 12 ft. Rug and Free Hearth Rug as described above. Enclosed is \$1.00 first payment. I understand that if at the end of the 30 days (if I am satisfied), I will send you \$2.00 monthly. Order No. PA5050. Total price, \$28.95. Title remains with you until paid in full. Send me your big Free Catalog also. Please print or write name and address plainly.

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They enjoyed a short wedding trip to Chicago. Of course, we were not supposed to know anything about it until the exhibit of cigars, cigarettes and candy several days later. Sam has a failin' for marryin' 'em off.

Do you know that we are so located between Toledo and Cincinnati as to make it the best coal route between those two points. Each year we haul enormous quantities of coal for lake shipment. In 1922 we loaded the last boat for the season on December 22. During the past year, despite unsettled conditions, we handled approximately 7,000 more cars of coal than we did in 1921. To be exact we dumped 59,648 cars of coal of various grades over the coal machine at Toledo. On May 4 we had the heaviest dumping of the season, 603 carloads. If this time had been uniformly divided, it would mean a car unloaded into a boat every 2.3 minutes—but of course, some time is lost getting boats into their proper loading position, etc. All told, last year's coal trade on the Toledo Division was the best we have had for years. Let's make the record for 1923 still better.

Mr. Fortman thinks Joe is the sweetest name on earth. Almost every person he hires has that name. The latest and best Joe (with apologies to Kienhoefer) is Joe McCarthy.

Rossford Yards, Toledo, Ohio, one of the busiest yards on the system, is going to be put in first class condition. Starting January 1, new rails, ties and other improvements were to be made. The work is in charge of a general foreman, extra gang timekeeper and a large extra gang of trackmen. It is expected that the work will be completed before navigation opens in the spring.

Deshler and Tontogany, important water station points, have been without water all fall. It has been necessary to haul water from Defiance and Toledo, Ohio to replenish the reservoirs, putting on a special train to perform this work. Due to the heavy snow and rain, water service was discontinued on January 1. It has been necessary to resort to this method of furnishing water every once in a while. Mr. Spencer thinks it is because the people voted dry up there.

Ever since New Year's Day Kienhoefer has been wondering whether he should have gone to Toledo or not.

### Other Departments

Isaac Clayton has been granted a leave of absence. During his absence G. J. Williams will act as division operator.

We hear that Claim Agent Morgan has a radio set in his kitchen at Cincinnati and claims that he can catch the entrancing waves of the ether from any part of the world. Did he "hock" his fur hat to finance the outfit?

Former employes of the old C. H. & D. will be glad to know that J. M. Woodward, former captain of police on that road, has been recently appointed chief of police for the city of Dayton.

Miss Humpert, sister of Marcellus, is now stenographer and switching clerk in the Agent's Office.

Occasionally Cupid leaves the Division Accounting Office and saunters forth through the freight house. Recently Leroy Rybolt, who has been a Baltimore and Ohio employe for several years, came to Dayton and became a member of the Engineers' Corps. He had hardly landed until he came face to face with Cupid, who suggested that he return to Newark and take unto himself a wife. Mr. Rybolt and Miss Ruth Frances Rickert were married on Christmas night at the Second Presbyterian Church, Newark, Ohio in the presence of members of the family and a few intimate friends. Mrs. Rybolt was formerly a teacher of commercial art in the high school at Columbus, Ohio.

### Lima, Ohio

Correspondent, O. L. WALLBURG

To my mind no one can do a better thing for himself and his dependents than to join the great army of workers of the Baltimore and Ohio. Since 1917 when the Baltimore and Ohio Railroad took over the C. H. & D. on which I was then employed, the impression has been constantly growing upon me (until now I firmly believe it) that there is not another railroad in the country whose management treats its employes in as good and just a manner as do the men at the head of the Baltimore and Ohio System. Other employes have the same feeling. They believe that between the management and themselves there is a very close bond of sympathy, consideration and good will on the one side and loyalty, cooperation and trustfulness on the other.

Every man from the lowest to the highest should be justly proud to be in the service of this great Company.

Charles W. Jennings, our efficient night yardmaster, has returned to his duties after an absence of several months because of illness. Welcome back! We are mighty glad to have you with us again, Charlie.

Miss Ice C. Herbst, employed in the Agent's Office, did an unusual thing for a young lady. She decided to get married, and the young man, having waited impatiently for this very important decision, lost no time in making her Mrs. Clyde V. Decker. He carried her away manfully to the Hoosier State, where they will live happily forever in Ft. Wayne.

Miss Catherine Fitzgerald, General Foreman's Office, is on a trip to Albuquerque, New Mexico, accompanying her sister who is there for her health. It is sincerely hoped that the trip will result in much benefit to her sister and that her recovery will be assured.

Miss Isabelle Goebel, Storekeeper's Office, decided that she also wanted to change her name to "Mrs. Philip Burke" and also to make a young man happy. All arrangements were made for the ceremony which took place December 26. They are now enjoying their honeymoon in Columbus, Ohio, their future home. Best wishes from Lima, "Izzy."

Harold Dillon was recently promoted to house foreman, Lima Freight House, Samuel Wanamaker going into another field of activity. Harold is making an earnest effort to keep up the standard trucker hour and to reduce the number of over, short and damaged freight. Keep up the good work, "Bill!"

John Cusick, Pearl Street Yard Office, is watching the L. E. W. and Penna. Transfers with an eagle eye. Between him and Jim Herbst at the Freight Office they don't allow any flat spots to get on the wheels. The diversion of freight from the Pennsylvania Company to the L. E. W. makes it a pretty stiff job, but John and Jim are equal to it and keep them moving. Fine work, boys!

Denny Morrissey, Erie Junction, promised the girls at the Agent's Office a ride in his Overland Sedan. You know Denny is running single—and so are the girls—and the possibilities are great. There is a rumor that Denny takes the tires off the Overland and equips it a la Ford with flanged wheels to cover his territory, he makes such good time. Denny, the girls are still waiting.

We are sorry to hear of "Jack" Harbolt being laid up. We hope to see him up and about very soon. The men of the repair track, storeroom track, engine yard and coal tipple miss "Jack" when he is away. His smiling face and careful ways are always welcome around the shop and as a Safety First apostle, "Jack" is there all the time.

Edna Black has resumed her duties at the Agent's Office after an absence of several months, which she spent in Tulsa, Oklahoma, visiting relatives. She reports having a good time, but is glad to get back in the Old Buckeye State and Lima.

Welcome to the Old Homestead, Edna!

The accompanying picture shows the Freight House employes. They are, left to right, upper row: O. L. Wallburg, chief clerk; A. W. Morton, waybill clerk; Thomas E. Davis, accountant. Front row: Ruth McIlvaine, assistant cashier; Beatrice J. Goebel, cashier; Marian Wallburg, record clerk; Ice C. Herbst, furloughed clerk; Edna Black, record clerk.



Lima Freight Office Force



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Yes, only \$1 brings this splendid suite of library, living room or parlor furniture—8 splendid, massive pieces—large table, with 36x23-inch top, arm chair, arm rocker, straight chair and sewing rocker, waste basket and 2 candlesticks. With it you get a beautiful Table Scarf FREE. Use the furniture and scarf for 30 days on free trial. Then if not satisfied, return the goods and we will refund your \$1 and pay transportation charges both ways.

### Over a Year to Pay!

If you keep it, pay a little monthly. The suite is of quarter-sawed and solid oak in rich fumed finish. Rockers and chairs have cut-out panels, spring seats and padded construction. Upholstered in durable imitation Spanish brown leather. Shipped (fully boxed, "knocked down" to lessen freight charges) from factory in Central Indiana or Chicago warehouse. Order by No. 105EMA21. Price \$38.95. Send \$1 now. Balance \$3.00 monthly. Table Scarf is FREE.

## FREE Beautiful Velour Table Scarf

We want to prove that Hartman's prices and terms are the most liberal ever known. That is why we make this extra inducement. A handsome table scarf ABSOLUTELY FREE. Rich blue velour, 48x16 in., 6-in. panels at ends of floral tapestry. Antique gold braid binding.

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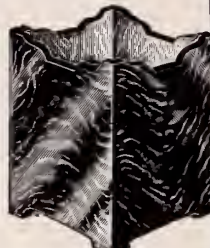
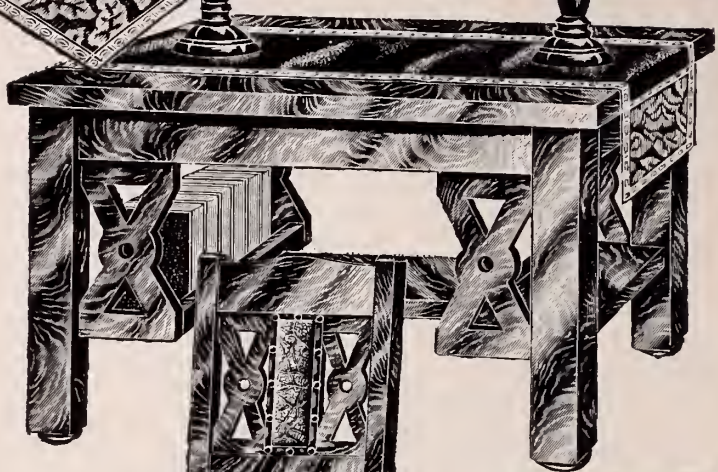
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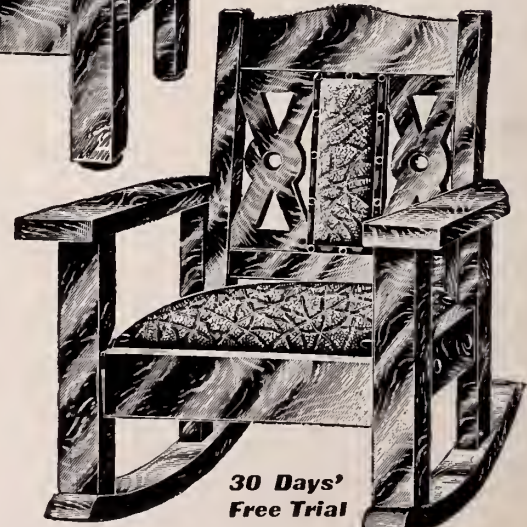
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Enclosed find \$1 as first payment. Send the 8-piece Living Room Suite No. 105EMA21 and with it, absolutely FREE, the beautiful Table Scarf, all as described. I am to have 30 days' free trial. If not satisfied, will ship all back and you will return my \$1 and pay freight both ways. If I keep it, I will pay \$3 monthly on the suite alone until the full price, \$38.95, is paid. Title remains with you until final payment is made.

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# Baltimore and Ohio Magazine

March

1923



# 4603

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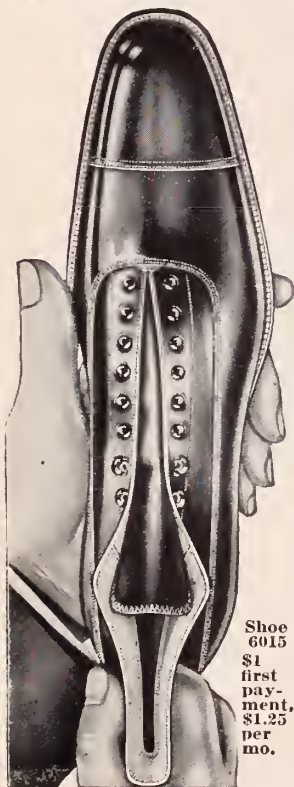
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Pin a dollar bill to this coupon and mail it to us now—today

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Name. ....

Address. ....

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We prefer to have you experience our monthly payment system. It enables the man with an average income to buy the better quality which he knows is real economy in the end. We have every clothing requirement for men and boys in an excellent quality and we want the privilege of sending our catalog to you free with the shoes. Six months to pay on every article we sell.

For 15 years we have conducted this business on a basis of quality first—last and always. We've convinced hundreds of thousands of men that they can save money dealing with us and have at the same time the convenience of our payment system which conforms to the average man's income and makes it easy for him to have the better quality for economy.

If we can make your friendship in this first sale of shoes we will have gained our object. We would like to have you judge us by the quality of our shoes.



Shoe  
5615

Extremely popular square French toe with the pinked vamp and tip and four rows of stitching that gives an extremely neat appearance. Comes in the dark mahogany shade or in the tony red shade. Has fine oak soles, Goodyear welt sewed. Goodyear "Wingfoot" rubber heels. Genuine leather trimmings and every detail of the finest shoe construction which comes in every pair of dress shoes that we sell. A style for dress and comfort that is bound to please you.

No. 5615—Sizes 6 to 11—Pair \$5.85. Six months to pay.

## GENUINE KANGAROO LEATHER

You've probably seen genuine kangaroo leather shoes shown in exclusive boot shops for \$12.00 to \$18.00 a pair but you probably have never seen them at this very low price in this finest of all quality upper leather. We were the first Mail Order house in the United States to sell them at popular prices.

The extremely fine grained kangaroo leather takes a polish like patent leather. Will not scuff or peel like kid but is even more soft and pliable than kid and is the most waterproofed leather there is and as tough as hickory.

Many men found it hard to believe that we were selling the genuine Australian kangaroo leather shoes at these prices. You know that we could not advertise them as kangaroo unless they were genuine. We've proved to every man's satisfaction and have sold many thousands of pairs. Some men bought two and three pair, being afraid that the price could not last for long. Let us send you a pair for your free examination. You don't buy till you've seen, examined and tried them on. If thoroughly pleased pay \$1.25 a month. Otherwise, merely return and we refund your dollar and return postage cost.

Banker last at the left.

Admiral last at the right.



**We Guarantee Fit**  
Send us your exact size if you know it. If not, send an outline of your stocking foot drawn on a piece of paper by tracing a pencil around the stocking foot. This assures you a perfect fit.

The solid comfort straight last at the right we consider the finest foot fitting last and neatest blucher style dress shoes ever produced. The Banker last to the left you'll say is rightly named for it is the famous straight last of the bankers and business men. Plain fine stitching with absolutely no perforation or fanciness. Dignified and extremely dressy looking. Finest single oak sole Goodyear welt sewed. Goodyear "Wingfoot" rubber heels. Genuine leather trimmings and the finest shoe construction throughout. We quote the same lasts in viel kid below for the men who have worn viel kid many years and perhaps will not wish to change.

The Banker (at the left) sizes 6 to 11.  
No. 6015—Genuine Kangaroo — \$7.48 No. 6115—Genuine viel kid— \$6.85  
Black only; price, per pair...  
Black or tan, price, per pair...  
The Admiral (illustrated above) sizes 6 to 11.  
No. 5915—Genuine Kangaroo — \$7.48 No. 6215—Genuine viel kid— \$6.85  
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Six months to pay.

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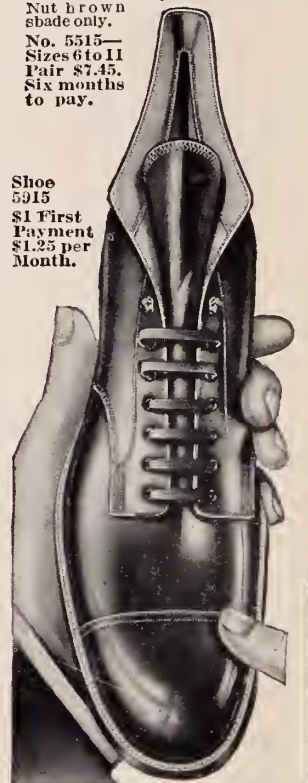
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\$1 First  
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Rueppings  
Nut Brown  
Calf Skin

The dressiest, finest calf skin leather tanned. Extremely fine grained, highly finished and soft as velvet. The very newest Bat Wing blucher style which gives the extremely desirable long vamp and still has the width across the ball and the blucher style which fits best the high instep. Finest single oak sole Goodyear welt sewed. Goodyear "Wingfoot" rubber heels. Genuine leather trimmings. A shoe of which you will be more than proud. Nut brown shade only.

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Sizes 6 to 11  
Pair \$7.45.  
Six months  
to pay.

Shoe  
5915  
\$1 First  
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# \$100 Brings 9<sup>FT</sup> x 12<sup>FT</sup> Congoleum Rug and 3 Small Rugs to Match—

All Four only  
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The price of the famous Congoleum Gold Seal Art Rug is just as well known, absolutely as standard, as sugar, salt or flour used to be.

Go anywhere, look everywhere, in stores, catalogs, magazines and newspapers—and once more refresh your memory of the actual universal standard price of a full size Gold Seal Congoleum Art Rug.

Here we bring you not one rug alone, but four—and all four for less than the regular price of one. A full room size, 9 foot x 12 foot, Congoleum Rug and three small companion Congoleum Rugs to match, each small rug 18 x 36 inches.

And that's not all! No matter who you are, or where you live—regardless of your circumstances—we'll send all four rugs immediately, without waiting, red tape or bother, for just a dollar pinned to coupon.

**30 Days Free Trial.** We'll send all four rugs on trial for 30 days. We want you and urge you to put them down on the floor and use them for a whole month—free of expense and, without promise or obligation of any kind.

We absolutely guarantee that if you would rather return the rugs after making this kind of a trial, just say so and send them back. We will refund to you every solitary penny of transportation charges, both going and coming. We'll refund your dollar and we'll make this complete refund in cash without asking you for any sort of an explanation.

**Lesswork.** Congoleum floors mean less worry and no back-breaking drudgery. Dirt, ashes, grit, dust or mud cannot "grind into" Congoleum Rugs, because the surface is hard and does not absorb. A damp rag keeps a Congoleum Art Rug clean and doesn't hurt it.

**Waterproof.** These rugs are guaranteed absolutely waterproof. There is no hurling Congoleum Art Rugs for water to rot. The surface is hard and smooth and wear resisting.

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This stunning pattern is a superb tile design that looks exactly like the finest mosaic tile that you have ever seen, in lovely robin's egg blue and stone gray colorings. Such a rug in your kitchen will change the appearance of the whole room. In the dining room it gives an effect, impossibly beautiful to describe. For a bedroom it is the most appropriate pattern imaginable. For the bathroom it is absolutely ideal.

Let us loan you these rugs for 30 days' **Free** so you may see for yourself the indescribable beauty of this wonderful design—the greatest favorite and the most popular Congoleum Rug ever produced.

### This Offer Ends in 30 Days Send Your Dollar NOW

There never has been a bargain in any kind of merchandise to equal this. For we are making you. Prove this to your own satisfaction by just looking up the price of Congoleum Rugs anywhere. But we cannot hold this offer open long. We make it for quick action to prove to you our ability to sell you similar bargains in all kinds of home furnishings from cellar to garret, on the same wonderful terms.

To take advantage of this offer, clip the coupon below, pin a dollar to it and if you send your order within 30 days, we will give you absolutely free the three small companion rugs, identically the same pattern, and Gold Seal quality, to match the big rug.

### Pay Little by Little Take a Full Year

Still there's another advantage—an advantage that ought to place these Congoleum Rugs in every American home. In spite of the lowest price in existence—in spite of giving three small rugs to match absolutely free—we bring you the opportunity to clinch this *proven bargain* without a tiny bit of worry.

One dollar with the coupon brings all four rugs immediately. And we'll wait a year for the balance of the money. If you keep your rugs after making a 30 day's trial, you can pay little by little, almost as you please, taking a full year. That's the way we sell everything.

### We Want to Place a Congoleum Rug in Every American Home

Congoleum Gold Seal Art Rugs are rapidly becoming the national floor covering—universally used in the kitchen, bathroom and dining room in good homes. People of taste and judgment are glad to use Congoleum Rugs in their best rooms. It is the rug with a hundred superior points.

**They lay flat** from the very first moment without any fastening. They never curl or kick up at the edges or corners. There is no need to tack or fasten them down. Dirt cannot accumulate underneath. They follow perfectly any unevenness of the floor.

**No. D4C408** 9 ft. x 12 ft. Genuine Congoleum Gold Seal Art Rug and **\$15.95** three companion rugs to match, each 18 x 36 inches. Mosaic Tile Pattern in Robins' Egg Blue and Stone Grey. All four rugs on 30 Days Trial.

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Enclosed find \$1.00, for which send me on 30 day's Free Trial your special offer of one 9 foot by 12 foot genuine Congoleum Gold Seal Art Rug and three companion rugs to match, each small rug 18 x 36 inches, exactly as described in this advertisement.

If I keep the rugs, I will pay you \$1.25 monthly. I have 30 days to make up my mind. If I decide to return the rugs within 30 days, you are to refund my dollar deposit and all carrying charges, both ways. The price of all four rugs is \$15.95, which is guaranteed to be less than the regular price of the 9x12 foot rug alone.

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## FREE

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This Congoleum Rug bargain is just a sample of the ten thousand other bargains in our great big furniture book. A postcard will bring it to you free for the asking. It shows everything for the home. It is probably the largest book of the kind published. A great many things are shown in their actual colors. You may furnish your home from it completely and at saving prices, on long credit, from cellar to garret.

### ALWAYS A YEAR TO PAY

When we mail you our free bargain book, we open your credit account in advance. You never need to ask for credit. It's the way we sell everything. And we always loan articles free for a whole month before you need to decide.

So, no matter where you buy furniture and house furnishings now, we would like you to have our book for comparison anyway. Look everywhere else first, if you please, but also give us the opportunity to show you our wonderful display.

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| Furniture | Steel Beds | Sewing     | Pillows     |
| Linens    | Floor      | Machines   | Lamps       |
| Cooking   | Coverings  | Brass Beds | Musical     |
| Utensils  | Silverware | Dishes     | Instruments |

Rugs and carpets in all weaves and patterns and colors. All sorts of odds and ends like wringers, irons, drapes, tools, fixtures, trunks and bags. And great big department of diamonds, watches and jewelry.

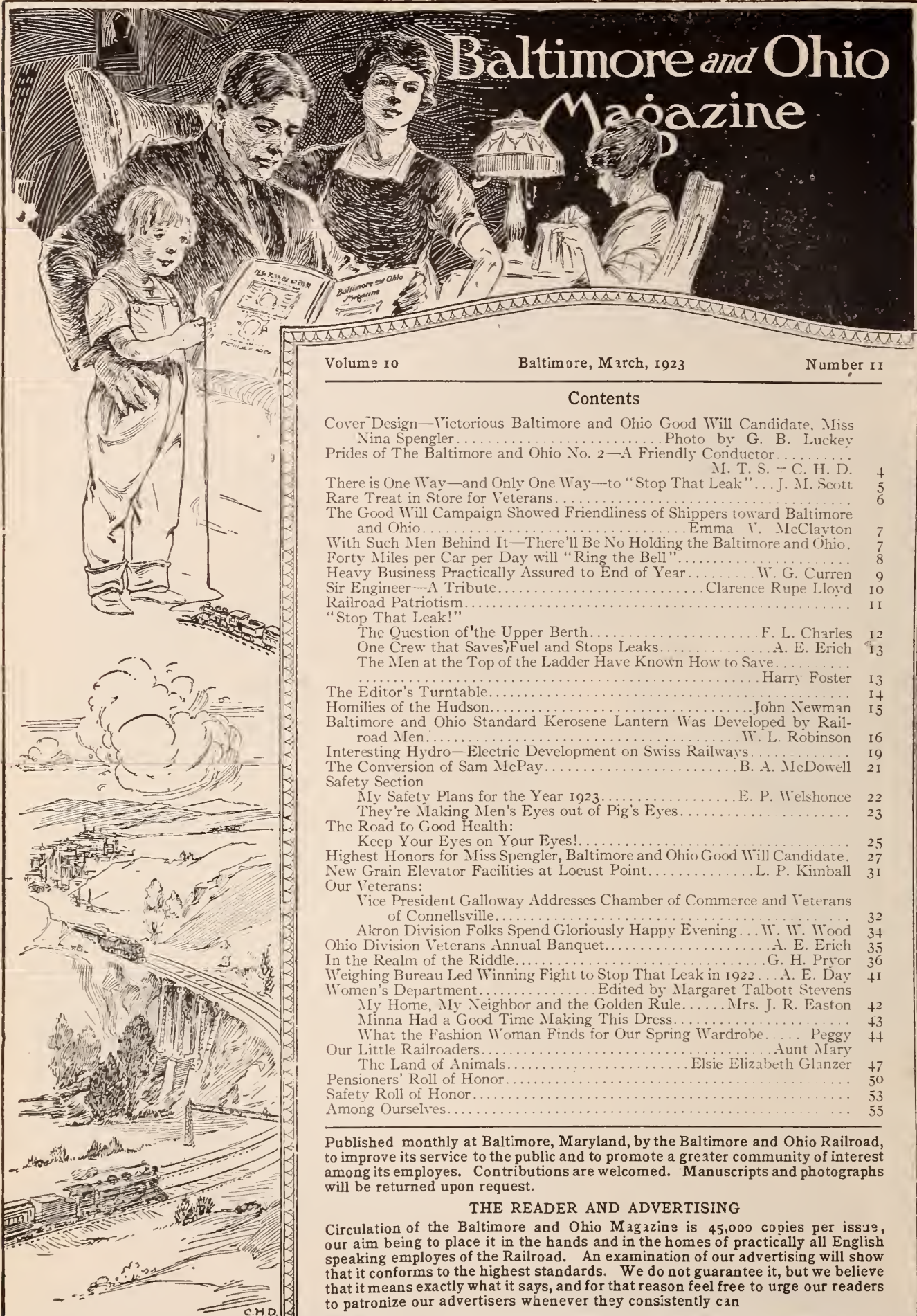
Ask for it now. A plain letter or postcard will do.

# Spiegel, May, Stern Co.

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# Baltimore and Ohio Magazine



Volume 10

Baltimore, March, 1923

Number 11

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employees. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 45,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can

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\$ **1** <sup>00</sup>  
Down

Only \$1 brings this most popular advance Spring style — a very fashionable straight-line dress of quality silk canton crepe, with beautiful silk braided girde of self material at waistline, with fancy ornament. Panels of self material on both sides, neatly plaited in newest fashion. Sleeves are very shapely with cuffs also plaited. You will be proud to wear this dress; suitable for all occasions. **A Big Bargain.** Send only \$1 with coupon below for this dress. Pay no C. O. D. Notice the excellent materials and careful workmanship. Your \$1 back if not satisfied. Comes in navy blue, black or cocoa brown. Sizes 34 to 44.

Order by No. S-25.  
Terms: \$1 with the coupon, only \$3.20 monthly.  
Total bargain price, \$19.85.

## 6 Months to Pay

You will be delighted with this beautiful silk canton crepe dress. Send only \$3.20 a month till you have paid the *special bargain price of \$19.85*. An easy way to secure a dress of superb style and wear it while paying at the rate of only about *a dime a day*. Thousands dress fashionably the Elmer Richards way *on credit and save money*. We offer credit to reliable people everywhere. Open a charge account with us. Send only \$1 with the coupon today.

### Elmer Richards Co.

Dept. 4013 W. 35th Street, Chicago, Ill.

I enclose \$1. Send dress No. S.25. Color.....

Bust ..... Belt..... Hip..... Length.....

If I am not delighted with the dress, I will return it and get my money back. Otherwise I will pay the bargain price on your terms: \$1 with coupon, only \$3.20 monthly. Total price, \$19.85.

Name.....

Address.....

City..... State.....



## Prides of The Baltimore and Ohio No. 2—

# A Friendly Conductor



"A jolly old conductor," so the travellers say of me  
 When I thank them for their tickets—oh, 'tis easy as can be—  
 To keep things going pleasantly I always try to smile,  
 For 'tis "Bread upon the waters" that makes this life worth while.

I smile at all the babies and I laugh at mother's jests,  
 My motto never fails to work—"Our Patrons Are Our Guests."  
 And besides my careful records, there is ne'er a chance I lose  
 To keep my clothes brushed carefully and polish on my shoes.



# BALTIMORE AND OHIO MAGAZINE

*Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes*

VOLUME 10

BALTIMORE, MARCH, 1923

NUMBER 11

## There is One Way—and Only One Way— To “Stop That Leak”

*Note: Many officers have been asked to contribute to the Stop That Leak campaign, among them the author of this article. In his letter transmitting it to the Magazine office, he wrote: “If this article does not suit, throw it away. It is a bit old fashioned, and some people do not believe what I say. But when I reach a place where I have no faith in human nature, I am going to quit railroading because I will then be convinced that I am not equipped to handle anything at all that has to do with the disciplining of men.”*

*What we thought of Mr. Scott's article may be judged by the place given it in this issue.—Editor*

*By J. M. Scott, General Superintendent, West Virginia District*

**STOP THAT LEAK!** This is not a command to be issued and followed by discipline in every case where it is not complied with. Such a plan would fail because of its very make-up. Sixty-five thousand employes could not be successfully forced to stop leaks by a handful of officers, even if those officers were inclined to be drivers.

*My conception of the “Stop That Leak” Campaign is one where the sixty-five thousand employes and the handful of officers of the BEST AND ONLY RAILROAD (that being the real name of our Baltimore and Ohio Railroad), banded together, all friends, are working to give the best possible service to the public and by so doing gain for our Company the reputation of being the best road in the country over which to travel as a passenger, and the road that will handle freight most carefully and promptly.*

### **The Partnership**

You can see, of course, that every employe on the payroll must be a partner in such a firm. The section foreman and his men prepare the track and switches to insure safe passage for engines and cars. The car and enginehouse men prepare cars and engines to move over the track without damage or delay to equipment. Train and enginemen handle switches, cars and engines to avoid delay or damage.

Clerks properly bill cars to avoid wrong handling and delay. Men on freight house platforms properly check, truck and stow L. C. L. freight to avoid loss and damage, covers and shorts and insure the

package going where it belongs. Train dispatchers and telegraph operators handle trains with judgment and dispatch. Ticket clerks and baggagemen use care in handling tickets and baggage to avoid inconvenience and delay. Signalmen so maintain interlockers and other signals as to avoid delays and accidents.

Men being called for service furnish proper addresses and get up as soon as called. Callers see that they get the right man and that he is awakened. Tonnage clerks see that correct weight is secured when building trains for movement. The pumper, the crossing watchman, in fact, every employe does his or her work well—and we have started to STOP THAT LEAK.

### **The Willing Spirit**

Then add the voluntary spirit of helpfulness that to my personal knowledge has existed on the West Virginia District for the past five years, and we are well on our way. What do I mean by voluntary helpfulness? Well, here are a few of the many, many cases that are occurring on the West Virginia District:

A train man observes brake beam down on passing train. He stops train and not only advises crew but assists in removing the beam.

A land slide falls on the track. Four employes deadheading on a passenger train, with their good clothes on, get covered with mud assisting in clearing the track.

A doublehead freight train crew finds a tank valve unseated in a water tub. Do they kill the engines and

wire for help? No, a member of the crew goes down in the tub and seats the valve while other members fix the fire in the boiler; water is pumped into the tub, the two engines take water and train proceeds.

A district conductor advises you that four more rail lengths of track at a certain big mine would permit him to handle his work with two trips instead of three and that a distant advance signal at a point where you already have track circuit would permit switching to be done at that station while waiting for passenger trains to clear the block.

An extra engineer deadheading on a passenger train observes that the speed is not what it should be. Half way over the division at a water station he goes to the engine and finds the fireman half sick; then, good clothes and all he takes the engine and she steams and the train goes in on time.

A fireman on an important passenger train is unable, on a particular trip, to keep maximum steam pressure, and, not knowing the cause, does not go to his room on arrival at the terminal but goes into the firebox with the boiler worker to determine the cause and to be sure that the defect is located and corrected to avoid trouble on return trip.

A fireman, with street clothes on, standing on platform at one of the larger stations, learns that the coal pusher is inoperative on the engine of a through passenger train and that coal will have to be shoveled ahead of the tank so that fireman can reach it.

*Continued on page 6*



## Rare Treat for Veterans and Their Friends

Noted Explorer and Lecturer to Entertain Various Chapters With Travelogues and Motion Pictures

IT is with the greatest pleasure that we are privileged to announce the forthcoming visit to our various Veterans' Associations of the noted explorer and lecturer, Dr. George Burbank Shattuck. At this writing it has not been decided when Dr. Shattuck's tour will begin or in what order he will cover the chapters, the schedule being in course of preparation by W. W. Wood, chief of Welfare and George W. Sturmer, grand president of the Veterans. By the time this issue is in the hands of all employes, however, some of the Veterans, at least, will have had the pleasure of meeting him and hearing his wonderfully interesting travel experiences.

Three of Dr. Shattuck's stories were built on our own continent of North America, "The Lure of the Canadian Rockies," "On Saddle Back in the Yellowstone" and "The Romantic Valley of the Hudson." His other story came into being during his recent trip to the "dark continent" and is called "What I Saw in Africa." These four subjects are handled in lecture form and he also will arrange to have exhibited before the Veterans his motion picture "Wild Men of Africa."

As an indication of the thoroughness with which Dr. Shattuck has covered his subjects, suffice to say that his trip to Africa engaged him and his party for about one year, and that in preparing his story "On Saddle Back in the Yellowstone" he lived there for a period of over a year. He has also traveled through Alaska and Mexico, been through the heart of the Maine wilderness in a canoe, and explored in the West Indies and the Everglades of Florida.

Dr. Shattuck was born in Lowell, Mass., and was graduated from Amherst College in 1892. While an undergraduate there he broke the intercollegiate quarter mile record, doing this gruelling distance in 49½ seconds. (In his interview with the writer he did not confide whether or not his sprinting ability ever served him in good stead in escaping contact with hungry savages.)

He was given the degree of Doctor of Philosophy at Johns Hopkins University in 1897 for special work in geology, and taught this subject there, and was also engaged with the Maryland Geological Survey.

For the next thirteen years he was

head of the Department of Geology at Vassar, perhaps the most famous of our women's colleges.

He was then engaged by the Famous Players-Lasky Corporation to make an exploratory trip into the jungles of Africa to get a first-hand story—and if possible motion pictures—of the little known tribes of pigmies. He entered the "dark continent" at Mombasa on the east coast and with his party then went through British East Africa, visiting, living among and studying the various wild types of men inhabiting that country. Proceeding to Uganda he crossed over Albert Nyanza (lake) and plunged into the little explored forests of the Congo, following about the same trail that Stanley described in his epoch-making narrative, "In Darkest Africa."

He came out by way of the Sudan, following the Nile down into Egypt.

Dr. Shattuck has already told the fascinating story of his experiences in a series of articles, some of which have been published in the magazines. It is his present intention to tell in one of his visits to the various chapters, of his experiences with the wild men of Africa, and later, to show them the fascinating pictures of these tribes, whose state of existence is little removed from that of the wild animals of the jungles.

While visiting over the Railroad and meeting thousands of our employes, Dr. Shattuck will have an excellent opportunity to develop the motion picture possibilities of the Baltimore and Ohio, its picturesque scenery, its pioneering history in transportation, and some of the features that play an important part in our operations.

Dr. Shattuck will bring his own welcome wherever he goes, and we are sure that once he has addressed one of our chapters, the interest of his lectures will be heralded up and down the Road. A rare treat is in store for those who attend and it is hoped that our employes generally will avail themselves of the privilege.

### There is Only One Way to Stop That Leak

(Continued from page 5)

This fireman, and a shopman happening to be there, need no invitation to help. Both men climb to the tank and assist the fireman of the train, and by the time the passengers, baggage and express are loaded, coal is o. k. and delay avoided.

You cannot pay men for this kind of help. They will only give it because they want to and they will not want to if they do not feel that they belong to the firm and that the firm has confidence in them and will see that they get a square deal and the best of treatment.

Fortunately this is the kind of firm the Baltimore and Ohio is, our men know it and that is the reason we are going to Stop That Leak.



GOODBYE TO WASHINGTON

Courtesy of Washington Herald

"Uncle Joe" Cannon on observation car of Baltimore and Ohio flyer to his home in Illinois, bids Capital farewell



# The Good-Will Campaign Showed Friendliness of Shippers toward Baltimore and Ohio

By Emma V. McClayton, Captain, Team No. 1

## Note:

*That the groups of Baltimore and Ohio girls who visited the cities and towns along our lines in the interest of the Good-Will Campaign met with a hearty response from our shippers as well as from our own railroad folk, is well illustrated in the following article. Friendliness and cooperation greeted them everywhere and the spirit of enthusiasm which the girls themselves carried along unquestionably fostered a kindred spirit wherever they went.—Ed.*

THE spirit of goodwill evidently has been in practice for some time all over the Baltimore and Ohio among employes and between the railroad and shippers, for at all points we were met in a most friendly way. The campaign to elect Miss Spengler had many enthusiastic supporters, and we are sure that all the girl solicitors made many good friends.

The men in the yards and shops at Wilsmere, Cumberland and Keyser were particularly helpful. The spirit at little Newark, Delaware, was one hundred times as great as the place, and it's a fine little city, too. We have only an agency there, but in two hours time, with the splendid help of the agent, Mr. Gallaher, and Mr. Hall, who was driving a truck to one of the plants, we were able to obtain quite a nice little sum.

The papers in Cumberland and Wheeling were co-operative and gave good write-ups on the Baltimore and Ohio Good-Will Campaign. The Chamber of Commerce of Fairmont was visited and its members promised to see that it was given publicity there.

The Hazel Atlas Glass Company at Wheeling, through Mr. Brady, the president, offered to meet any contribution we had. The highest was \$30.00, this having been given by Mr. C. H. Jenkins of the Hutchinson Coal Company at Fairmont, and the Hazel Atlas Glass Company gave us a check for the same amount.

To show with what good faith we were received and how the shippers on the road evidently feel toward the Baltimore and Ohio, suffice to say that, since our return to Baltimore, several additional checks have been received, two of \$10 each, one of \$5 and another of \$2.

Several shippers visited could not give us anything at the time we called because the man handling donations was not in. Since our return, however, advice has been received that two firms in Wheeling

sent checks to the division freight agent; the Hammond Fire Brick Company at Fairmont sent one for \$10, and the Kelsey Construction Co., one for \$2 to Division Freight

Agent Brown at Grafton; the Kelly Springfield Tire Company sent \$10 to Division Freight Agent Beggs at Cumberland. What better proof need we have?

I would like to tell at length of the cordiality with which we were received by all our railroad employes and their shipper friends along the line, but space permits only this general reference. The point to be emphasized is this: Our experience with shippers was so pleasant that we were convinced of the high regard in which they hold the Railroad, its officers and employes, and the service that we are trying to give them. This should be most encouraging to all of us and a stimulus to even greater effort to merit their goodwill and future business.

## With Such Men Behind It—There'll Be No Holding the Baltimore and Ohio!

Ridgway, Ills.

Jan. 3, 1923

Mr. Daniel Willard, President  
Baltimore and Ohio Railroad  
Baltimore, Md.

My dear Sir:

Maybe it is not just proper for a section foreman to address the President, but I feel I must thank you for the good letter of good wishes for all for the New Year. Always before when I received such a letter I regarded it as just a form of habit or custom. But somehow this letter stuck to me. I have been with the Road a long time, raised a large family, have one boy an engineer, another a fireman, and I feel like I am one of the family of the Baltimore and Ohio.

Sometimes I feel like I have a big job on my hands trying to keep seven miles of old #60 lb. rail in line and safe for trains, but when I think of your having to so control the whole

System so it will earn enough that we may all receive our pay checks on time, it makes me feel like I wanted to save every spike and bolt and tie I possibly can and to think out ways to do better and more work, and I believe when I promise you my very best efforts during the coming year I am speaking for the entire St. Louis District.

There are only two places where we use the word can't and that is—we can't expect to get more out of a thing than we put in, and we can't ignore the Safety

Rules long without getting hurt or injuring someone else.

Thanking you again for your good letter,

I am, Yours truly,

(Signed) W. J. BALDWIN



Section Foreman W. J. Baldwin



# Forty Miles Per Car Per Day WILL

**D**URING the last few weeks the Baltimore and Ohio Railroad has shown notable increases in Average Miles per Car per Day. The improvement has not been confined to any particular locality, all the districts having shown a progressive upward movement on the chart, and the Eastern Lines, Western Lines and System having gone ahead accordingly. The table on the opposite page tells the story—read it and see if your division or subdivision is helping or hindering this upward swing.

Special cause for gratification will be noted in the fact that during the week of February 22-28, the Eastern Lines equalled their best previous record, and that for the week of March 1-7 they broke this record by a full mile per car per day. Every man who contributed to this fine result deserves hearty congratulations and will take personal pride in the new high mark set!

As is well known all along the line, the amount of business which we are being offered today is literally almost measured by the amount of business that we can handle. The records compiled in Washington show that the tonnage carried by the roads of the whole country is the greatest in history for this time of the year. Indications from most business sources show that it will continue to get heavier and that means just this—

Baltimore and Ohio men will need to make even higher records in Average Miles per Car per Day in order to hold the pace and maintain our reputation with shippers for good service.

Forty miles per car per day is the goal that has been set for us to reach. But with even an increase of five miles per car per day over our best previous record it would mean that, with enough business offering—as seems now altogether probable—our gross revenue would be increased about \$2,225,000 a month. Team work will do it—and here are suggestions from A. O. Herman, chief clerk to the general manager, Eastern Lines, as to how some of the men on the team can best help:

**YARD CLERK:** See that bills are delivered conductor for all cars in train, and that each car is covered by proper billing, to avoid setting off cars, or holding them at terminals, for bills.

**AGENT:** See that cars received under load for delivery are promptly and properly placed to be readily available for unloading; then keep after consignees to release, and when unloaded either see that the empty is again placed promptly for re-loading, or if not needed for that purpose, that it is

moved away promptly so as to be available for loading elsewhere. Do not let cars be idle, as each instance of this kind works against the average miles per day.

**CONDUCTOR:** Watch cars at local stations, and see that empties not required are taken to other points where they will be loaded. In placing loaded cars for delivery at stations, see that they are so placed as to be available for prompt unloading. When cars are on hand for which there is no immediate loading, take up at once with proper officer for disposition. Familiarize yourselves with Transportation Department instructions, issued twice each month, covering the handling of various classes of equipment.

**SECTION FOREMAN:** When Company material is received for unloading on your section, see that it is immediately unloaded and car released, and that the proper person is notified of the fact so that the empty can be taken away and made available for loading elsewhere. We cannot hope to have commercial consignees unload cars promptly, if our own employees do not set the example.

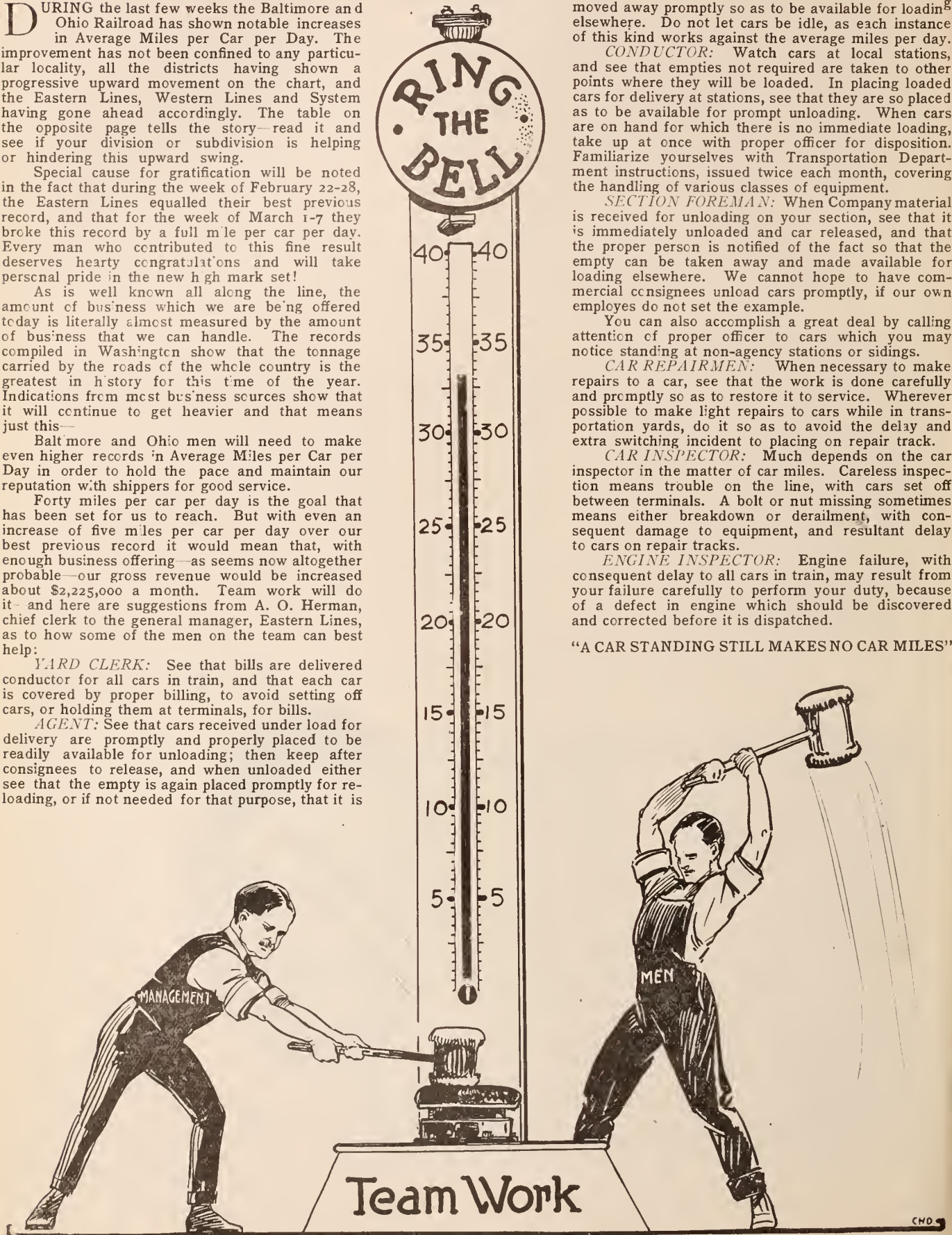
You can also accomplish a great deal by calling attention of proper officer to cars which you may notice standing at non-agency stations or sidings.

**CAR REPAIRMEN:** When necessary to make repairs to a car, see that the work is done carefully and promptly so as to restore it to service. Wherever possible to make light repairs to cars while in transportation yards, do it so as to avoid the delay and extra switching incident to placing on repair track.

**CAR INSPECTOR:** Much depends on the car inspector in the matter of car miles. Careless inspection means trouble on the line, with cars set off between terminals. A bolt or nut missing sometimes means either breakdown or derailment, with consequent damage to equipment, and resultant delay to cars on repair tracks.

**ENGINE INSPECTOR:** Engine failure, with consequent delay to all cars in train, may result from your failure carefully to perform your duty, because of a defect in engine which should be discovered and corrected before it is dispatched.

**"A CAR STANDING STILL MAKES NO CAR MILES"**





# Heavy Business Practically Assured to End of Year\*

## We Can Increase Our Car Miles Every Day And Make Friends and Money in This Easy Way

By W. G. Curren, General Superintendent Transportation

The car situation is tightening up sharply. Present indications are that there will be shortages throughout this year. In fact, there will be a keen demand for all classes of equipment, particularly box and open tops, from now until the end of 1923.

The amount of traffic which the Baltimore & Ohio will enjoy will depend in a great measure on the available car supply. It is therefore necessary that everyone "put his shoulder to the wheel" and leave nothing undone that will increase car efficiency.

Agents and others having to deal with the public should bring the facts squarely to shippers' and consignees' attention, and solicit their fullest cooperation. They should urge the shipper to -

- 1 Load all cars to full carrying capacity, even though necessary to double the order of the consignee.
- 2 Load all cars on the day placed.
- 3 Unload cars on day placed, regardless of free time allotment.

4 Confine orders for cars to actual and immediate requirements for the current day.

5 Notify the railroad official in charge immediately when the car is released.

6 Avoid ordering or shipping freight under methods which necessarily result in delay in releasing at destination.

The railroad must recognize its responsibility in the matter of prompt movement of loaded and empty cars, as this is one of the primary measures necessary to avoid waste of transportation, which is measured by the car performance in average miles per car per day. Ways and means should be constantly studied of speeding up the car movement. An increase of an average of 5 miles per car per day is not only possible, but reasonable, and means a material increase in the available car supply.

Assuming that all these things will be accomplished, the fact remains that the shortage will be severe. Nevertheless there will have been accomplished a decided increase in tonnage moved and material relief will thus be provided.

The matter is so important that officers are urged to study the matter thoroughly and discuss it at all their staff meetings.

\*This letter was sent to all superintendents, with copies to general offices on March 7.

AVERAGE MILES PER CAR PER DAY EXCLUDING BAD ORDER CARS	Best Previous Weekly Average	Week Best Average Made	CURRENT RECORD		
			February-1923		Mar-23
			15-21	22-28	1-7
Philadelphia	80.2	6-30-15	38.5	44.1	46.2
Baltimore	19.2	11-21-13	13.2	13.4	13.9
Shenandoah	29.8	1-21-14	12.8	14.1	13.2
Cumberland—East	94.1	11- 7-22	69.4	79.6	90.7
Cumberland—West	85.1	11-14-21	68.0	74.1	72.0
M. & K. Branch	18.7	11- 7-22	13.2	14.5	15.5
Cumberland—Total	84.8	11- 7-16	67.3	75.8	81.6
MD. DISTRICT	42.8	10-31-15	33.6	36.1	37.8
Monongah	18.7	2-14-23	16.2	18.4	18.9
Wheeling	20.3	8- 7-20	11.4	13.8	13.7
Ohio River	44.7	6- 7-16	32.6	43.9	36.5
Charleston	19.8	2-14-20	19.4	15.1	19.0
W. VA. DISTRICT	18.6	3-31-20	15.7	17.5	17.9
Connellsville	37.9	2-28-23	34.6	37.9	40.5
Pittsburgh	47.9	2-28-23	40.2	47.9	45.0
PENNSYLVANIA DISTRICT	42.5	2-28-23	37.4	42.5	42.8
EASTERN LINES	2.4	2-28-23	29.4	32.4	33.4
New Castle	43.6	3-31-12	32.8]	37.6	39.6
Cleveland	35.1	10-14-20	18.4	24.8	24.7
Newark	47.0	4-30-12	22.0	25.0	28.7
Chicago	47.1	12- 7-22	34.2	40.4	44.3
N. W. DISTRICT	37.9	1-14-23	28.4	33.9	36.3
Ohio	81.2	4-21-16	56.9	61.5	66.2
Indiana	33.6	2-21-20	20.9	21.6	24.4
Illinois	34.0	9-17-16	21.8	25.8	24.4
Toledo	31.9	12- 7-20	18.6	23.5	23.0
S. W. DISTRICT	33.0	10-21-20	23.4	27.4	28.0
WESTERN LINES	34.5	10-14-20	26.4	31.3	32.9
SYSTEM	34.0	3-31-12	28.1	31.9	33.1



## Sir Engineer—A Tribute

By Clarence Rupe Lloyd

LONG ago out from the gates of towered Camelot rode those gallant knights of King Arthur. With clanging armor, streamered lance and plumed casque they followed the trails of old England. They fought for the love of fighting, and by the conflict taught their rude doctrine of Right and Wrong. They were coarse, they were crude, but they were steadfast and brave—they were men. They typified "progress" in an age that scarcely knew its meaning. They toiled for the advancement of human ideals. In their hands were sword and lance, and with them they wrought for king or lady-love. If they failed, as sometimes they did, they showed the world how men could die. That old-time chivalry, those deeds of splendid tradition—we of the twentieth century call "romance."

But the knights of Arthur's court have ridden on. Their martial glory has faded like the plumes they wore so defiantly from their glittering helmets; they have passed. And now, after the lapse of centuries, riding out of that progress born long

before, comes a new knight. But how different! He thunders into view on his steed of steel and fire. In his hand, instead of the lance of valor, he holds the throttle of power. No plumes float gayly from his close-fitting cap. Glass goggles take the place of iron casque. His armor is only plain homely clothes. There seems not the tiniest shred of romance about him, yet he is the greatest knight the world has ever known. His name is Sir Engineer, and his horse is a fleet, powerful locomotive.

The Knight of the Round Table has given place to the Knight of the Round House. Sir Engineer has taken up the task that Sir Lancelot has laid down. The task is progress—ever onward—and the development of human enterprise.

You knights of long ago, who have ridden with Lancelot over the winding roads, under the whispering trees, through the quiet fields, and beneath the gates of staring castle walls—come ride with Sir Engineer this night! Climb up behind him on his panting charger, look ahead over the

two endless rails, and fight with him the greatest of all enemies—time.

The train moves out from the station. It threads its way through the puzzling tangle of tracks. The city's lights thin on either side. The wide, black night opens up ahead. Now, you warriors of Camelot, charge with this Knight of the Rails over the course that is his daily run. Watch him as he strives in the work of progress that you began. You thunder on through the darkness with a speed greater than the wind. What holds you to the course? A man's mere hand on the throttle. Do you tremble at the mystery of it?

The engine roars out across a trestle and you look down into the depths of the valley where the cottage lights gleam faintly. But a second—and they are gone. Saw you anything like that in Arthur's England? But watch Sir Engineer. He is quiet in the roar and smoke and rush. His eyes are on the way that runs beyond the glare of the headlight. They never leave it for more than a second. See those colored lights ahead? Signal gleams. Do you realize they spell Life or Death? The whistle shrieks. Do you hear it, you astounded, amazed gallants? It is a war-cry; the call of victory!

### How the Farmer Sees Freight Rates on Farm Products—





Time has lost the first clash, for there are the lights of the first city coming into view just at the right moment.

The engine abruptly ceases its heaving pant, the throttle is moved by that governing hand, the air brakes are applied, and the first onslaught of Sir Engineer is finished. Speak, you tin-plated Knights of Arthur, did Romance die with you?

But wait, the day is not yet won. Three-fourths of the course still lies ahead. It is indeed a brave, stout heart behind the hand that moves the throttle. Again the straining rush through the night. Behold, Sir Lancelot! Mountains fall before our Sir Engineer. Ever on! Look! behind him are the long cars containing their precious freight. How many times in the old days, Old Ironsides, did you strive mightily in behalf of your lady-fair? Perhaps you had only one lady. But our Sir Engineer—in the hollow of his hand—he holds the lives of scores, even hundreds, of men and women. They sit and talk in their comfortable seats, they walk down the carpeted aisles, they sleep when weariness lowers their eyelids, and they are confident that the guiding hand of Sir Engineer will not fail them. It is indeed a tremendous trust, a

trust worthy of the greatest of men. Soon they will alight at their destination. How many then will give a thought of the Engineer who has brought them safely over the many miles? His is not the tattered pomp of yesterday, but the unsung praise of great though unacknowledged accomplishment.

Climb down now, you old warriors. The course has been run. The train has come to the last stop "on time." Sir Engineer has conquered. Are his the plaudits of admiring throngs? Surely he has wrought well! But no. He does not think of that. Calmly he washes the grime from his face, and doubtless his thoughts are only of home and the loved faces that are waiting there.

### Railroad Patriotism

*To the Editor:* Here's a little burst from a Missouri railroad man who spent 19 months in the service and came out with a job.

In our disappointment over the turn taken in the adjusted compensation program, our sorrow over the neglect of our disabled buddies and our disgust in the lack of interest taken by employers in giving the returned veterans their old jobs or preference in employment, we have overlooked

one big bet. We must be fair and give a little of our time and energy to boost those whose patriotism lasted until the last Yank was back on the job.

I will speak for the largest employers of men in the country, today, yesterday or tomorrow—the railroads of the United States. There were more railroad men in the Army than men of any other occupation and how well they did their work is history that does not need repeating. At the first call of our country for help the presidents of all the railroads ordered bulletins to be posted in conspicuous places notifying their employes that any of them wishing to enlist in the service would be granted leave of absence for the duration of the emergency, that their positions would be open for them on their return and that their seniority privilege would go on. Thus it was possible for a man to enlist and come back to a higher position than the one he left. And the railroads kept their promise.

Has any other industry, large or small, such a record? If so they should be put on the roll of honor, for theirs is the kind of patriotism that makes good citizens out of soldiers as well as good soldiers out of citizens. And we need them both.—M. L. HASSELL, *Good-Ballinger Post, Springfield, Mo., in American Legion Weekly.*

### And How the Railroad Man Sees Them





**Stop That Leak! Stop That Leak! Stop That Leak!**

**The Question of the Upper Berth**

*Or What the Lady Octogenarian Taught Me!*

By F. L. Charles, Assistant to General Freight Claim Agent, Cincinnati, Ohio

A FEW weeks ago this happened on the Illinois Central—I got it from a Pullman Conductor:

A heavy Chicago bound train with four Pullmans pulled up at a station in Illinois and a slight, but sprightly old lady nearly eighty boarded the train and inquired for a berth to Chicago. The Pullman Conductor who told the story—reluctantly, consolingly and with a voice full of regret, informed her that all the lowers were taken.

“Haven’t you got an upper?” came the quick reply.

“Yes, we have plenty of uppers—can you use an upper?” the Conductor answered when he recovered his composure. Then she enlightened him.

“Well I went from Chicago to Los Angeles last fall in an upper and I got along right well.”

And this one happened since at the ticket window in St. Louis Union Station—

A gentleman of commanding presence called for a ticket and lower berth to Kansas City over the Wabash. Politely the ticket seller informed him that the lowers were all sold, but that he could give him an upper.

“Give me a lower on the Missouri Pacific” was the rejoinder—which relieved the Wabash of a good day’s wage for most any employe.

Recently contemplating a night trip, Cincinnati to Louisville, the writer was admonished by friends to make reservation. Their advice was not heeded and when inquiry was made at the ticket window about half hour before train time it developed that the Louisville sleeper was sold out, and that it carried thirty-one pay passengers—all uppers, lowers and the drawing room occupied and no non-revenue passengers on the list. The writer changed his itinerary for the week and rejoiced that he had not beaten our Company out of a day’s wages by making the reservation. If he had made the reservation it would probably have resulted in the loss,

not alone of the Pullman surcharge to the Railroad, but also of the straight ticket fare of at least one passenger.

It is not to be expected that our Management would issue an order instructing employes to do this or that in connection with Pullman reservations and riding—such procedure would be contrary to our well known policy of depending upon the discretion and fairness of the individual employe. But there are a lot of us younger fellows who can take a lesson from the old lady



who “got along right well” in an upper and we should see to it that no act on our part drives a pay passenger to a competing road for the accommodations he desires.

Isn’t it a fact that about ninety per cent. of the traveling public approach the upper berth problem with a “closed mind” and that ignorance and “false pride” are responsible for the common aversion so apparent?

For the man of average weight, isn’t an upper berth a better bed than a lower?

Isn’t the ventilation better in an upper and isn’t it further removed from the extremes of temperature when artificial heat is resorted to?

Isn’t an upper more effectively insulated against the jar and rumble of car trucks, especially in sections over the trucks?

¶ If we are to encourage the full use of Pullman equipment, instead of hauling the cars loaded to half capacity, should the Railroad fraternity not lead the way in filling the uppers?

Here’s a chance for some of the who’s who on our railroads to do some thinking.

**Eastern Lines Make New Record for Loading on March 3, and for Car Miles per Day for Week of February 22-28**

ON March 3, the Eastern Lines made a new record of 21,760 for loaded movement, the record by divisions being viz:

Divisions	Movements
Baltimore—East End....	1599
“ —West End....	2633
Cumberland—East End..	3019
“ —West End.....	1648
Maryland District.....	8899
Monongah.....	2575
Wheeling.....	1923
Ohio River.....	419
Charleston.....	821
West Virginia District...	5738
Connellsville.....	3078
Pittsburgh.....	4045
Pennsylvania District....	7123
Total.....	21760

The weekly estimate of average miles per car per day, including bad order, the Eastern Lines, week of February 22-28, was 29.5 miles, which is the record, the previous record being for the week of January 22-31, 28.9 miles.

**Your Suggestion?**

Excellent suggestions continue to come in to help “Stop That Leak.” Most of them are now in the hands of officers for investigation and we hope to be able to record concrete results in near issues. Please send your suggestion to

**STOP THAT LEAK!**  
Mt. Royal Station,  
Baltimore, Md

**Stop That Leak! Stop That Leak! Stop That Leak!**



# Stop That Leak! Stop That Leak! Stop That Leak!

## One Crew That Saves Fuel and Stops Leaks

By A. E. Erich, Secretary to Superintendent, Ohio Division

**E**NGINEER JOHN SNYDER, Fireman George Glenn, February 2, Train 12, engine 5127, consisting of seven cars, between Cincinnati and Chillicothe, a distance of 100 miles, used 373 scoops of coal, or 5222 pounds. Train



Fireman Glenn and Engineer Snyder

left Cincinnati late but arrived at Chillicothe on time. This crew watches pop valve and all other fuel saving matters very closely at all times when on engine, this being their "secret" of making "fuel saving runs" as above. **SAVE FUEL, IT CAN BE DONE.**

## The Men at the Top of the Ladder Have Known How to Save

By Harry Foster, Manager & Treasurer, The Baltimore and Ohio Warehouse Co., Cincinnati, Ohio

**D**ID you notice that all of the men who wrote the most interesting articles on "reducing expenses" in the December issue of this magazine, are all way up at the top of the Baltimore & Ohio ladder? *There's a reason!*

To obtain success, economical operation of our departments must be a prime consideration and impressed upon the minds of each and every employe of our organization. We are only performing our duty by carrying out this important part of our work.

I endeavor to operate this warehouse just as if it were my own, keeping a careful watch on each and every item of expense, just as if I were making the disbursement out of my own pocket.

When a requisition is handed me for approval, if there is any possibility of decreasing quantity, I do not hesitate to do it.

Our labor expense is held down to a

minimum. No extra labor is engaged unless absolutely necessary. To engage unnecessary labor is to be unfair to our regular force because unnecessary expenses mean extended furloughing in hard times.

When making inspections of the warehouse, I watch electric lights to see that none is burning unnecessarily.

Above all, make careful checks of all invoices received, whether they are company invoices or those of private concerns. Many times you will find that clerical errors are made, particularly in extensions, footings, incorrect percentages or proportions, items that have been paid once before; items that, according to leases or contracts, are not chargeable to you, overcharges, etc.

In conclusion, please don't forget to co-operate. Do all you can for your Baltimore and Ohio brother and accommodate him wherever possible. You'll find that it pays.

## The Busiest Men Have Most Time to Help Others

**D**ID you read that dispatch from Paris a month or so ago which told of a blind veteran who stepped up to a passing pedestrian as he tapped his way along the sidewalk, and asked:

"Excuse me, am I near the Wounded Soldiers' Institute? I've only been there twice and I'm not quite sure of the way."

"You are close to it now; let me take you," came the reply.

Arriving at the door the guide said to the janitor, "Kindly take this man to the section for the blind."

"Take him yourself," growled the janitor. "Under the archway on the other side of the courtyard."

The civilian did so, but on the way out addressed the janitor again. "Could not you be a little more obliging to the blind?" he asked, gently.

"There are too many and I haven't the time," was the surly response.

"It seems to me it is your duty to help them," said the civilian. "I can find time—and I am Marshal Foch."

All of which illustrates once more that the big busy men are the ones who have time to help others because they have the desire to help others.

—Forbes Magazine (N. Y.).

### A Drop of Solder

*It Saved Rockefeller \$50,000 a Year*

(From Thrift Magazine)

Early in the career of the elder Rockefeller he found that 39 drops of solder were being used on each oil can. He asked those in authority to try 38 drops. They did so, and the results were successful.

The saving of one drop of solder meant \$50,000 a year to the company.

No business is so strong and successful that it can afford to neglect the little things. No man ever achieved substantial success without a foundation of thrift.

A drop of solder may sometimes tell the story of success or failure.

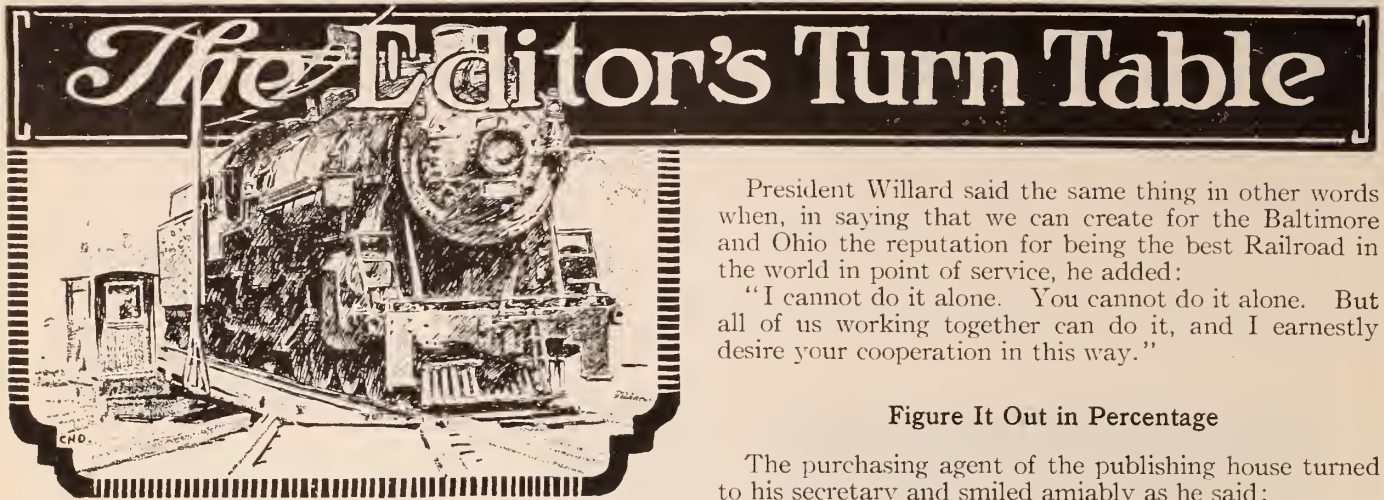
But it isn't the drop of solder in itself that counts. It's what this economy leads to.

Learn to save the little things, but above everything else, learn to value the big things that develop from such practices.

Rockefeller was not interested in those little drops of solder. But he was mightily interested in saving that \$50,000 a year for his company.

# Stop That Leak! Stop That Leak! Stop That Leak!





## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*

MARGARET TALBOTT STEVENS, *Associate Editor*

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HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

### The "We" Spirit

Sometimes the progress of great movements is marked by events which, at the time they occur, are so insignificant as to attract little notice. I could not help thinking this recently when, upon the invitation of the Railroad, the ladies of the Grand Lodge Auxiliary used the Board of Directors' Room in our General Office Building for one of their meetings and were invited by our chief executive to use the room again when they wished to and when it was available.

The beautiful furnishings of the room itself, the handsome wood panelling of the walls and ceiling, the mural painting over the great mantle piece, depicting the founders and builders of the Baltimore and Ohio, the stern faces of the presidents of the Railroad looking down from their frames—these things and tradition have always inspired in me a certain amount of awe as I thought of "the Board Room." It seemed to be a place which should be entered only by the directors, officers and stockholders of the Road at their meetings. And I am confident, too, that previous to this meeting of our ladies, no similar meeting had been held in this room.

To many there may be nothing at all significant in this meeting of the ladies, but to me it shows our officers, pointing again to the right hand of fellowship, which they have long held out to us of the rank and file. It shows that more and more we are becoming the one great Baltimore and Ohio family that we hear about so often and that the "we" spirit is getting a grip on our organization that it has never had before.

Railroad leaders in both camps have said that the reason for misunderstandings between management and men has been because they do not get together face to face, get to know each other and talk out and work out their differences. What a fine thing it is that so many of our officers are attending our employe entertainments, dinners, dances, etc., on the Railroad! Here truly is the way that we can meet each other in person, that we can see the human side of the character of the other fellow and what a splendid sort of a chap he is, after all.

President Willard said the same thing in other words when, in saying that we can create for the Baltimore and Ohio the reputation for being the best Railroad in the world in point of service, he added:

"I cannot do it alone. You cannot do it alone. But all of us working together can do it, and I earnestly desire your cooperation in this way."

### Figure It Out in Percentage

The purchasing agent of the publishing house turned to his secretary and smiled amiably as he said:

"There—that is a saving worth making—five cents a pound on pins. I will have to tell the boss about that."

"Five cents a pound?" replied the secretary, "why that is not much. How many pounds do we use within a year?"

"Well, we used fifty-five pounds last year," replied the P. A., thumbing his well worn price book, "and we paid thirty-five cents a pound for them. This contract gives them to us for thirty cents a pound, and it's the same quality pin."

"Why that is a saving of only about \$2.50 for the whole year's supply," returned the secretary.

"Yes," said the P. A., "but your basis of figuring isn't right. You ought always to figure your savings in percentages. In this case I am saving over fourteen per cent. as compared with last year. Just think what it would mean if we could save at that rate on our paper bill of almost a million dollars a year and on our production costs, which are twice as large as our paper expense. It is the percentage saving that you ought to figure by."

The story is worth remembering. If you, Mr. Clerk, can make the lead pencil you are now using, last twice as long as the last one you had, or if you can save half your normal consumption of envelopes per day, you are in these respects, at least, a fifty per cent. saver for the Company. And that is well worth while!

### "Who is Responsible for Accidents?"

I asked this question of a safety supervisor not so long ago and he declined to answer direct. But he did say this:

"In my mind the principal reason why we cannot bring more of our men to see the foolishness of taking risks and hence reduce our accidents, is because so many of our supervising officers are not completely persuaded on the subject of Safety."

By which he meant, as I interpret it, that where there is a question between efficiency and safety, or speed and safety, or economy and safety, some supervising men on the Railroad sometimes choose the other alternative to safety.

Such reasoning is absolutely contrary to the expressed wish of President Willard, who, years ago, soon after he became president of the Railroad, said unqualifiedly that he placed safety "above everything else" in the operation of the Railroad.

Certainly we want on time trains, and heavy train loads and a minimum of delays and all the other things that we think make for good operations. But we *never* want these things when the safety of our passengers or our men is brought into the slightest question.



# Homilies of the Hudson

## Writing

Talking with a friend about the "stuff" I write for the MAGAZINE I was told that I wasted time and that whatever I could write on had been written on before, which is, no doubt, true—with the addition that it has also been done better. However, as in cookery, with the same ingredients can be made many dishes, and my hash may find favor with some that don't like caviar.

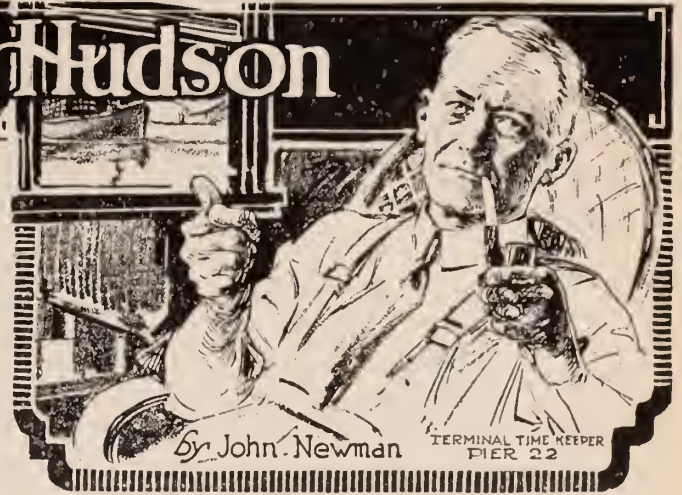
Aside from that, Dr. Johnson said that "Writing maketh a correct man," and if in addition to that it affords pleasure to the writer, the profit is two-fold. Some like to read, some to write, some to talk and some to play pinochle. Everyone to his taste.

It may be impertinent on my part to suggest that the practice of writing could be recommended to the class of stenographers who interrupt dictation to ask "how do you spell it," and it might be of benefit even to some of those who do the dictating.

It may be true that "there is nothing new under the sun" either to be said, done or thought of. New things are old, but improved upon. Daedalus experimented with an aeroplane about the year 2000 B. C.; the old testament records speeches over long distances without the aid of wires; we repeat constantly truisms that were repeated by Confucius and the Prophets, and they lose nothing by the repetition. Read in today's news of the wonderful art treasures now being unearthed after being buried since 3770 B. C., and equalling in beauty of conception and fineness of artisanship anything wrought today. All of which would tend to prove that "there is nothing new under the sun," but if there were no new thoughts thought, there would be no improvements made. And would not have been made. The stone-axe would still be our implement and raw dinosaurs live on their diet. And writing induces thinking. Pinochle or ping-pong does not.

## That Troublesome Turnover

With every copy of our payroll sent to the Employment Bureau in Baltimore there goes a form 727-N to report re-employment of "men who had been in the service prior to September 1905." During the last eight years this form has been submitted by me with the notation "Nothing to report." Since 1905, when a record was made of all employes then in service, and the form 727-N was provided for the purpose it indicates, much water has passed down the Hudson and many men and women have entered and left the service here. Of the hundred-and-odd office employes carried on the New York Terminal payrolls of that period about a baker's dozen still stick; the others have quit, for better or worse, with "resigned" or "dismissed" tacked on to their records. The index containing the names of ex-employes shows that since the recording began, seventeen years ago, 2295 clerical employes have "been and gone"—an average of 135 yearly. Many of the quitters, no doubt, left for good reasons, or reasons sufficient to themselves, but many, too, no doubt, left for no other reason than that they didn't like *the work*, which is another way of saying that they didn't like *work*. If brief biographies could be had of all those two thousand-and-over ex-employes, what a big book it would make, and what instructive reading!



## Heroes

Strength will always command attention and, when applied in the right manner, admiration. Strength of character displayed in will power or in the "faith that moves mountains," or physical strength denoting vigor and clean living, impress most of us because these possessions are rare and enviable. All the outstanding characters, the leaders and the swayers of masses, the great "heroes" of mythology and history have possessed these qualities.

Strength is power. In times past, before gunpowder and its more refined and more deadly relatives of a later date were known, physical strength was the basic qualification of a hero. Today toughness of tendon, bulk of biceps and a hairy chest are at a discount as factors in arbitrating quarrels, though still much admired in the pursuit of sports. Mind and mechanics have elbowed the gorilla-man into a corner. A cripple with a Colt, a boy-scout with a Remington or a perfumed boulevardier with a rapier can "stop" Mr. Siki or Mr. Dempsey in the first "round." So the heroes of the Hercules and Sampson type have had their day; history will record no more of them.

But we still have heroes—maybe too many—in the daily news. A hero is one who sacrifices himself from choice, one who voluntarily faces danger and braves death to save or serve others. The real heroes of the past and the present are those who have consecrated themselves to or sacrificed themselves for the advancement of civilization, to make this old world a better place for a better race to live in.

## What's It Worth?

"Ending waits on a brief beginning;  
Is the prize worth the stress of winning?"

\* \* \* \* \*

What is it worth when the goal is won?  
All things must end that have begun.—"

—John Payne.

How sad! But, poet, why art so fearful  
And waste good rhyme on a lay so tearful—  
"All things must end that have begun."—  
There's no beginning and ne'er an ending,  
A "next" is always on "last" attending.  
And—"what's it worth when the goal is won?"  
Ah!—After striving, the joy of winning  
The scoring run in the 'leventh inning—  
The prize:—"Good game, boy, good run, well done."  
Cheer up, good poet, and cease the whining,  
Behind your clouds thousand suns are shining.  
Nothing e'er ends that is once begun.



# Baltimore and Ohio Standard Kerosene Lantern Was Developed by Railroad Men

*Patriotism Started—and Greater Efficiency and Economy Determined—the Cutting Out of Hog Fat for Lantern Oil*

By W. L. Robinson, Superintendent Fuel and Locomotive Performance

THE kerosene lantern that has been adopted as our standard has an interesting history. During the past twenty five years the railroads of the country have from time to time approached manufacturers on the subject of kerosene oil lanterns with the idea of entirely eliminating the use of signal oil. Generally unsatisfactory service has been obtained from it—it freezes in zero weather and is expensive to handle.

## The War Speeded Up Research

During the war Mr. Herbert Hoover asked the regional purchasing agents of the railroads to do everything in their power to eliminate the consumption of any edible oils or products that they were using for purposes other than as food, because of the needs of our allies for all food-stuffs.

Signal oil contains 33% hog fat (leaf-lard), and Mr. Hoover appealed to them to ask their manufacturers to develop a lantern in which mineral oil would be used as fuel instead of this edible fat. This request was accepted as a command from the United States Government. Therefore, the first reason for the kerosene oil lantern was a patriotic duty to our country and our allies.

The kerosene lantern which we have adopted as our standard was developed step by step in the railroad yards, for the problems of the manufacturer had to be worked out by intelligent criticism of the men who use the lanterns. The manufacturer began with the idea of protecting the delicate kerosene flame against wind. If he had relied upon the candle power of

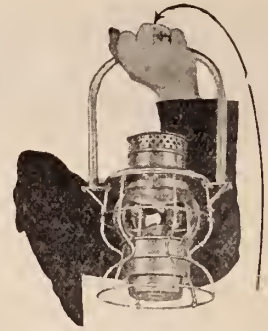
the light for the necessary strength of flame, it would have required such a candle power that the oil consumption would have been excessive and even then the flame would not have been sufficiently tenacious to withstand a severe wind. So the protection was embodied in the lantern frame.

## Mechanical Protection of Flame

By a system of baffle plates at the top draft the manufacturer has deflected all wind from reaching the flame direct. The wind coming in at the bottom draft first strikes the oil fount, then the globe seat, before it reaches the inside of the lantern, making it impossible for any direct wind to reach the flame. These choked drafts are so balanced with the candle power of the lamp that there is a sufficient amount of air passing through the lantern at all times to permit proper combustion. If you examine the lantern you will notice the oil fount fits in the bottom of the lantern snugly so there is no possible chance of any foreign air reaching the flame.

## “Stop That Leak”

The oil fount was likewise developed step by step. Kerosene oil is not a heavy bodied oil like signal oil, but flows like water. If the burner in the kerosene oil fount were to be applied in the same manner as in the signal oil fount, there would be a continual leakage of oil. This would not only be wasteful, but would be dangerous because, being low flash oil, kerosene would readily ignite, causing fire hazard. To eliminate this danger the manufacturer



A Vigorous “Whip” must be given lantern when swung in vertical circle

has inserted in the fount a cone shaped “splasher” and on top of that placed a washer. At first leather was used for this, then fibre and finally cork, which has been found the most satisfactory. Now when you screw the burner down flush against the cork the possible leakage is eliminated.

## Designing Burner and Determining Size

In developing the burner the manufacturer experimented with various types. He found the proper balance in candle power and after getting this found he had insufficient spread and therefore developed the metal spreader on top of the burner.

The first kerosene oil lantern that was developed was built on the same principle as the present kerosene lantern, but the frame was the standard size frame, so the men who were using the lantern brought up the question of weight and size. They were unanimous that if the railroads were going to adopt the new type of lantern, it would be best if it were made smaller and lighter. That is the reason for the development of the smaller frame.

To develop this new tool the railroads and the manufacturers were obliged to spend many thousands of dollars. The manufacturers had their lantern experts out in the railroad yards day and night for nearly three years, finding the various faults that had to be brought out in service as well as putting the lantern through every possible comparative service test.

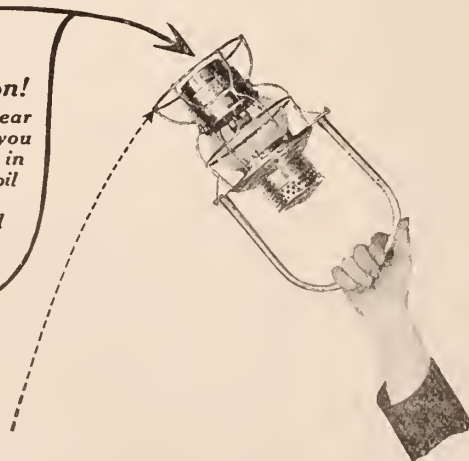
## How to Handle

Kerosene oil being such a free flowing oil, the characteristics of the kerosene lantern are necessarily different from the signal oil lantern, which has heavy, slow flowing oil for fuel. It is therefore necessary to handle the kerosene oil lantern differently.

You will notice by referring to the accompanying pictures, showing the correct and incorrect method of handling the kerosene lantern, that when your lantern is brought slightly above horizontal or turned deliberately upside down, the oil will flow down the wick and flood out the light. If, however, centrifugal force is used and signals are given with a whip, the oil will not flood out the light. Again, if the bottom of the lantern is always kept below the light in making slow signals no trouble will be experienced.

## Incorrect Position!

Do not hold at or near this position unless you are swinging lantern in full circle otherwise oil will flow too rapidly, flood the burner and extinguish the flame.





**Why Superior**

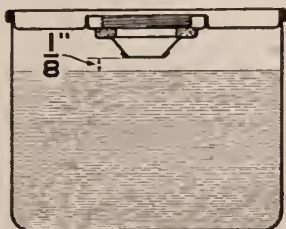
It has been found by actual service test that the kerosene lantern, when properly assembled, will withstand more jars and knocks than the signal oil lantern; that it cannot be extinguished by the wind regardless of its velocity; that it will hold its flame under all signals; and that the kerosene light can be seen as the sharper light at a greater distance than signal oil light.

The use of kerosene will eliminate the former troubles that we have had with signal oil, likewise the expense of the rancid oil that we have had to destroy; the freezing point of kerosene is so low that there will never be any trouble with the oil congealing in the wintertime like signal oil. There is also the advantage of lightness in weight, and, owing to the character of globe, it is handier to light than the signal oil lantern. Likewise the flame can be turned down when the lantern is not in use. This not only keeps it cool when it is inside buildings, but makes it an economical light because of reduced oil consumption. After the signal oil lantern has been used for half an hour, a crust forms on top of the wick and if it is turned down the light is put out. Another good feature of the kerosene lantern is that if it is desired to put the light out without opening the top to blow it out, it can be turned out just the same as a gas jet by merely turning the wick down in the tube.

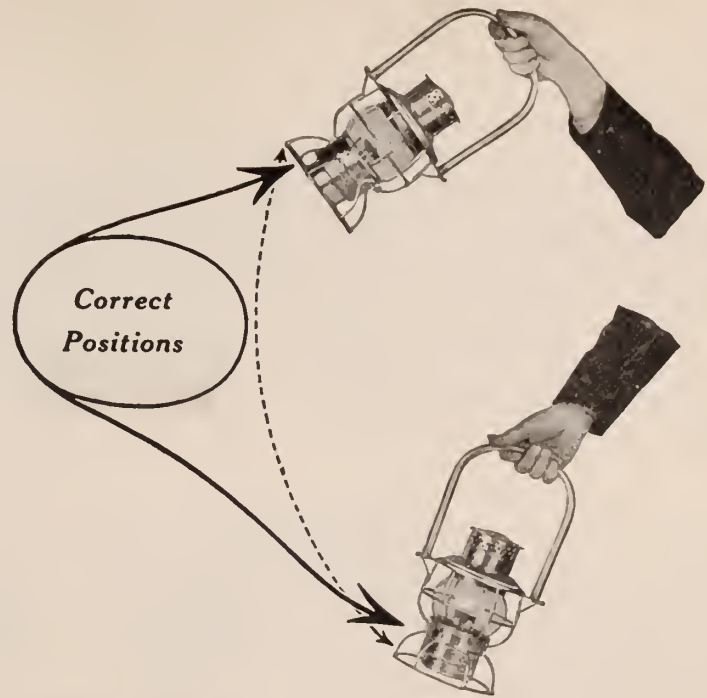
A third important reason for the adoption of the kerosene oil lantern is its economy. The price of signal oil has at times reached nearly a dollar a gallon. It now costs 30 cents per gallon more than kerosene and one gallon of oil burning one hour a day will last over one year. Therefore a lantern used eight hours a day saves \$2.40 per year or \$28.80 per dozen lanterns per year, which means that the lantern pays for itself more than twice in a year. The normal yearly average of consumption of signal oil on our railroad is 105,000 gallons, which, at a saving of 30 cents a gallon, means a total saving of over \$31,500 per year from the substitution of kerosene for signal oil.

**Men Can Help by Careful Handling**

There is no question of the superiority of this lantern over the signal oil lantern, but it is imperative that each individual know and follow every instruction that appears on the instruction card in regard



Oil Fount, showing "Splasher" and proper height of oil when "filled"



to the successful handling of this lantern. To get results it is necessary to use the proper fuel and because of the nature of the burner it is necessary to clean it each day. On account of the "splasher" that is used in the oil fount, it will require a little more time to fill. At the same time the "splasher" is a most necessary fixture and if it is ever removed to facilitate filling, it makes an unsafe lantern for use on our Railroad.

There is no feature of this lantern that has not been thoroughly thought out and tested in service. No changes of any kind or character should be made on it. Of

course, from time to time there will be imperfections in manufacture found in an occasional lantern and when such a lantern is received it should be turned in to the storkeeper for replacement. This will not occur often.

*Here is a "tool" which ample tests have proved to be superior to the one it supplants. The extent to which it can effect economies depends largely on the way the men handling it use it and it is confidently hoped that they will help get out of it the big savings that are possible and hence, "Stop One Leak!"*

**"Big Noise" from Cumberland about Baseball**

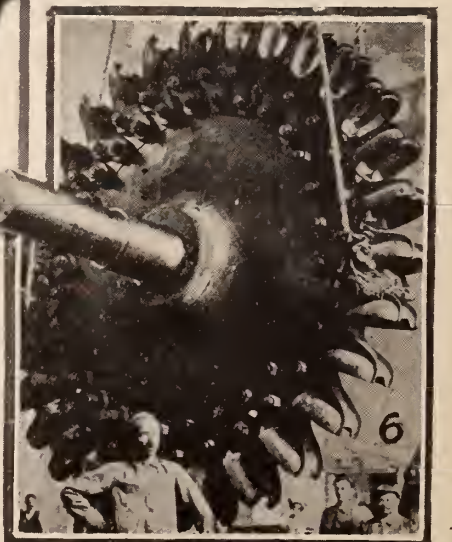
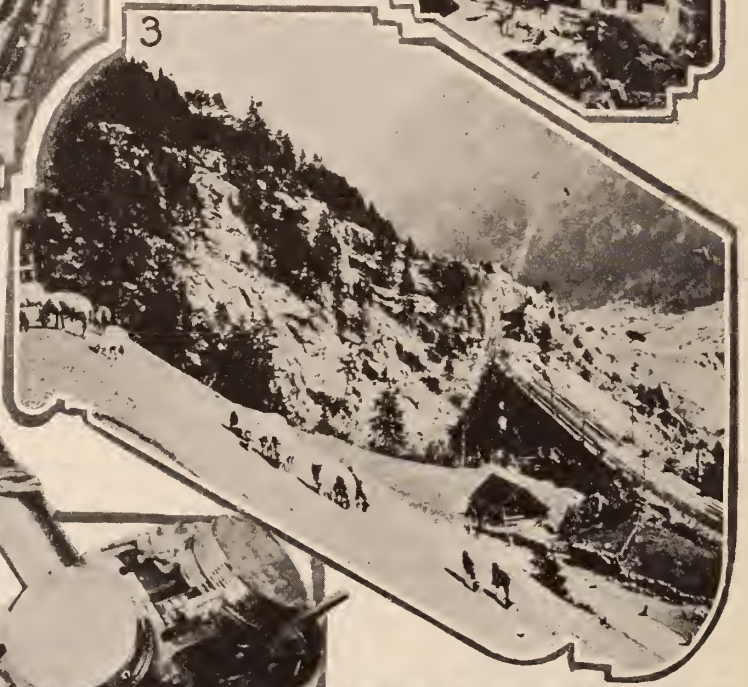
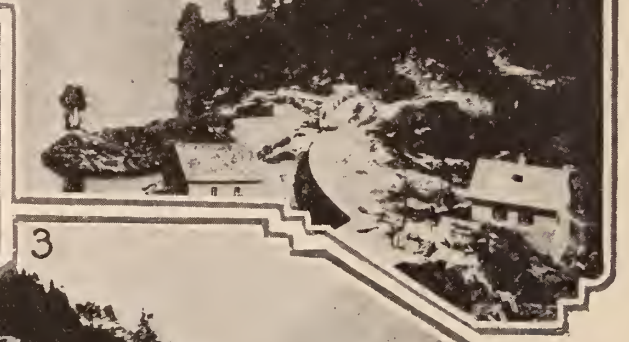
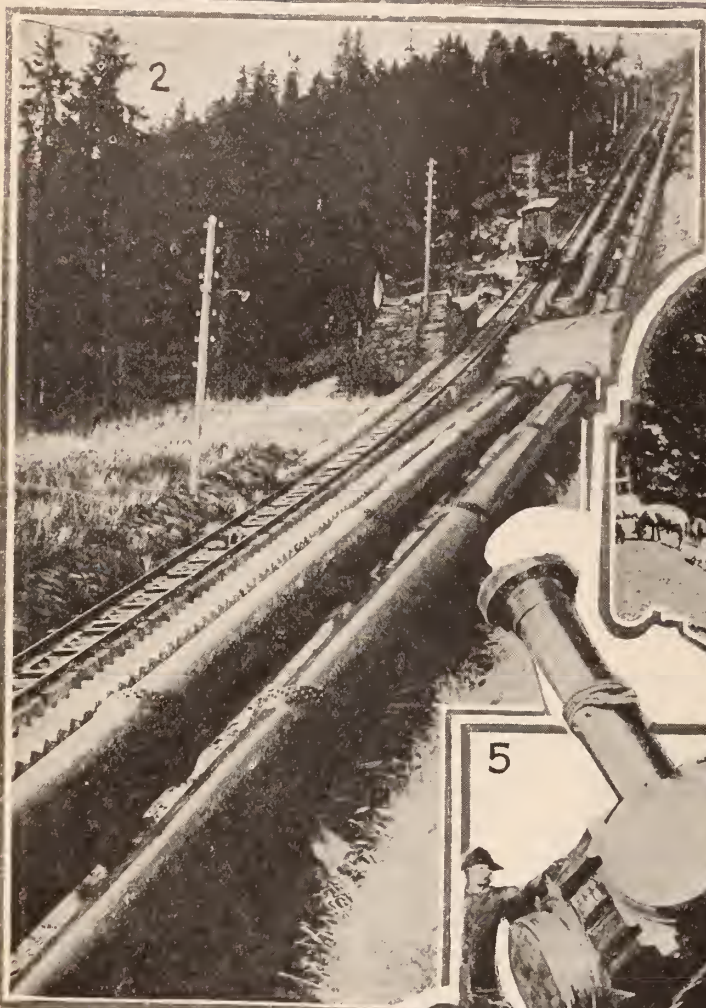
*By John J. Sell*

The Baltimore and Ohio baseball club has reorganized for 1923 and has elected to pilot the team this year Harry Miller, president; Clarence Burns, vice president; P. K. Collins, business manager; Frank Birmingham, field manager. The name has been changed from Bando Redsoxs to the "Baltimore and Ohio Shop Team" so as to advertise their connection with the Company more thoroughly. The Welfare Department has promised to cooperate and the park is to be thoroughly gone over, additional bleachers erected, grand stand put in first class shape, and the diamond reconstructed. Excellent material has responded to the initial call for players. The Cumberland Division team has always been able to hold its own with any team on the system, and will be glad to arrange games. Address the business manager, P. K. Collins, care General Yard Master's Office, Cumberland, Md., and then make your funeral arrangements.

*Note:*

*The Magazine will be glad to be of service to our baseball fans. Shall we have a number of challenges to print in our next issue? If you want yours in, send to Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md., with name and address of your manager.*





Stepping Stones in the manufacture and use of hydro-electric power, as developed on the St. Gothard line in Switzerland. See opposite page for full description



## Interesting Hydro-Electric Development on Swiss Railways

A GOOD many readers of our MAGAZINE probably do not know that a plan for the electrification of the West End of our Cumberland Division has already had serious consideration by the Management of the Baltimore and Ohio. Our Railroad, it will be remembered, was the first in this country to employ electric locomotives for hauling its trains—the Belt Line Development in Baltimore—and it is certain that as circumstances justify, we, with other railroads, will call more and more on the giant Electricity to move our trains. It is felt, therefore, that the following brief facts in regard to railway electrification in Switzerland, will be of interest. The reasons given for recommending the electrification of the St. Gothard line in Switzerland have a direct bearing on other similar problems, and are:

1. Electric traction would permit of such additional speed on steep gradients, that the capacity of the line would be increased to a greater extent than would ever be possible by steam traction.

2. It would simplify and reduce the cost of locomotive service, so that the working of the line would be less expensive.

3. The abolition of smoke would be a favorable point in competing with other railways and would increase the passenger service; it would lighten the work of the staff and facilitate the maintenance and the supervision of the line in the tunnels.

The necessary water supply was acquired by the St. Gothard Company, in part from the Lake of Ritom which has been transferred to the Swiss Federal Railways.

The first section of the line to be electrified runs between Erstfeld and Bellinzona. It is now completed and in operation, the length of it being 109 kilometers. On the adjoining sections preliminary work is going on. The single phase system, with a tension of 15,000 volts and 16⅔ periods, was adopted and will be used on all the lines of the Swiss Federal Railways.

### The Ritom Power Station

The Power Station at Ritom utilizes the fall from Lake Ritom to the River Tessin. In order to make use of the lake, which has a capacity of 19,000,000 cubic meters, as a gathering basin, a water outlet has been set up at 30 meters below the natural level of the lake. Besides this, the level has been raised 7 meters, by means of a dam constructed at the end of the lake. Thus, the volume of water has been increased by 7,000,000 cubic meters, so that at present there are 26,000,000 cubic meters of water available. The average yearly flow from the Lake of Ritom is one meter in three seconds, representing, according to the net useful fall of about 800 meters a continuous output (24 hours), of about 8,300 h. p. at the turbine shaft. As the requisite power

demand of the electric traction varies greatly during the day, machines of much greater capacity have to be installed. When the power station at Amsteg will be put in service, the Ritom power station will only be in operation during part of the season. In the summer it will stand still, in order to allow the lake to fill up. There will be installed at Ritom machine sets of primarily 48,000 h. p., and finally 72,000 h. p.

A tunnel 1,050 meters long, 2.0 meters high, leaving a gradient of 7 degrees, brings the water from the lake to the pressure pipe line above the hamlet of Altanca.

The pressure pipe line consists of two pipes, having an inside diameter of from 1.10 to 0.90 meters. On account of the high pressure, each pipe is divided at the lower part, into two pipes, each of 0.85 to 0.65 meters in diameter. A third pipe will be set up later on the upper part, dividing in two in the lower part, so that six turbines can be installed finally. The length of the pressure pipe line is 1,400 meters and the water head 785 meters.

The power station is situated at Piotta, on the left side of the River Tessin and is equipped with four groups of turbines and generators. Later on, the power station will be enlarged to house six groups. Each group is composed of a high pressure turbine of about 12,000 h. p., coupled with a single phase generator, making 333½ revolutions per minute. The switchboard room, where the energy generated by the generators is measured, is next to the machine room. All current which has to be transmitted over long distances is transformed from 15,000 volts to 60,000 volts by means of transformers.

### Power Station at Amsteg

The Power Station at Amsteg will utilize the fall of the Reuss River from Pfaffensprung, below Wassen to Amsteg. Unlike the Ritom power station, where the water is accumulated in a lake, the Amsteg and Ritom complete each other—when the Reuss has a big surplus of water, the Ritom works will only supply a little or no power at all and the water of the Foss will meanwhile be accumulated in the lake. When the Reuss has practically no water, the Ritom power station will have to call upon its reserve to make up for any deficit of energy.

The net usefull fall of the Amsteg power station is 280 meters and the average output, during the winter months, will be at least 12,000 h. p., at the turbine shaft. The power station will be built for an output of 60,000 h. p., at first, later on to be increased to about 90,000 h. p.

### Substations

The current generated by the generators at a tension of 15,000 volts normally is transformed to 60,000 volts and then trans-

mitted to the substations by the transmission lines. On account of this transformation conductors, with a relatively small cross-section can be used to transmit the energy from the power station to the substations, thus resulting in a large saving so far as the transmission of the energy is concerned. At the substations the current is transformed from 60,000 volts to 15,000 volts and then delivered to the contact line.

### Equipment of the Line

The contact line is doubly insulated with porcelain insulators; it consists of a contact wire of hard drawn copper, of an auxiliary messenger strand and of a main messenger iron strand. The contact line is sectionalized

### The Pictures on the Opposite Page Tell the Story

1. The famous Ritom Lake, supplying the water power for the Gothard Railway, which will soon be entirely electrified.
2. Pressure conduits to the power-works of Piotta, and funicular to the Ritom Lake. Imagine the tremendous force generated by the water dropping through the steep incline of the pipes shown in the picture. In this project the water which turns the huge turbines comes, as suggested in the juxtaposition of pictures 1 and 2, literally out of the bottom of Lake Ritom into the upper end of the pipes.
3. An idyllic scene on the northern side of the great tunnel of the famous Gothard Line, Switzerland, suggesting that the Swiss railroad engineers have faced construction problems similar to those which taxed the ingenuity of the pioneer rail builders, in our own country, who threw the lines of steel across the Alleghenies and other mountain ranges.
4. The electrified Gothard Express, on the new stone viaduct near Giornico. Note not alone the substantial but also the artistic construction of this bridge.
5. A generator-Rotor in the machinery hall of the Ritom power works.
6. Turbine wheel in the machinery hall of the Ritom power works. The water from the lake is hurled by gravity with tremendous force against the cups seen on the outside of the wheel, turning it and the generator attached and thus producing the powerful electric current. The figures of the men in this picture and in picture No. 5 suggest the immense size of these pieces of machinery.





THE BOYS WHO TURN OUT THE MAGAZINE

Left to right, lower row: H. R. Fogle, William Grund, William Fenker, Charles Wenzel, J. B. R. Jeffries, "Peck" Wright, Edward Newman, Charles Carroll, William Gottschalk, James Kolbe, Samuel Lewis. Second row: R. E. Hardy, R. Roth, H. Schroeder, Paul Cook, George Shuckman, C. Winchester, C. Smith, "Dan" Madison, J. Svaboda, Louis Englander, E. Broussard. Third row: A. Smith, E. Woods, George Yeager, P. Saunders, H. Reay, B. Friedlander, L. Marklin. Standing: L. W. Callender, S. E. Shackelford, Charles Adler, G. W. Paper, M. Johnston, George Behr, P. Herman, C. Knoepp, A. Clark, Samuel Magee, H. Toft, H. W. Braun, G. N. Bowers, George Meyers. In the doorway are: F. Feusahrens, O. Sherman, W. E. Staines, foreman press room; L. B. Frey, foreman composing room; Edward Meredith

at each station, so that each line between two stations can be disconnected by line circuit-breakers, thus allowing repair work on the contact line of one track, while the other track is in operation.

The current flows from the contact line through the current collectors to the locomotive, where its energy is used to drive the motors, then it goes into the rails and back to the feeding points, viz.: the power stations and the substations.

#### Electric Locomotives

The two types of locomotives now in service on the St. Gothard Line, are:

1. Express train locomotives, which are to haul local and express trains. They weigh 108 tons.

2. Freight train locomotives, to haul the freight trains. They weigh 128 tons.

The express train locomotives are able, with a stop of 15 minutes at the terminus stations, to accomplish the distance from Lucerne to Chiasso (20 kilometers) three times in 24 hours, hauling a load of 425 tons. On gradients of more than 21 degrees a second engine will be required as a helper. A single engine can haul a load of 300 tons at a speed of 50 kilometers on a gradient of 20 degrees.

The freight train locomotives are able, with a stop of 15 minutes at the terminus stations, to accomplish the distance from Arth-Goldau to Chiasso (180 kilometers)

twice in 28 hours, hauling a load of 860 tons. A helper engine is required on gradients of more than 10 degrees.

For the maintenance of the locomotives a large repair shop has been built at Bellinzona, where from eight to ten locomotives can be overhauled simultaneously. Two cranes of 80 tons capacity each are able to lift even the heaviest locomotives.

J. L. Thorman

Motor Products Corporation

Detroit, Mich.

Editor

Baltimore and Ohio Magazine

Baltimore, Md.

Dear Sir:-

A copy of your October MAGAZINE was given to the writer by your Detroit Office. It is a publication we would be pleased to receive each month, if you have a sufficient number for distribution.

While writing you, I desire to take this opportunity of complimenting your Company on one of your yardmasters located at DeForest Junction, a suburb of Warren, Ohio, namely; Mr. J. L. Thorman.

He certainly is an efficient solicitor of business for the Baltimore and Ohio, and the courteous treatment which he extends to your patrons has captured practically all of the traffic moving from the Trumbull Steel Co., Warren, Ohio, consigned to this

Company, at Detroit, as well as to several other large receivers of steel located in this vicinity, receiving material from the Trumbull Steel Co., which I dare say, has amounted to about 200 carloads so far this year.

I would like to have you publish this letter in one of your magazines, and will be pleased to receive a copy of it.

Yours very truly,  
Motor Products Corporation,  
(signed) J. H. Jackson  
Traffic Manager

Flagman J. K. Burke

Atlanta, Ga.  
May 28, 1922

Mr. R. B. Mann, Supt.  
Baltimore and Ohio Railroad  
Dayton, Ohio  
Dear Sir:

While traveling from here to Toledo, Ohio a short time ago, I got on a Baltimore and Ohio train out of Cincinnati, and my ticket was for the Big Four.

It happened just at the time that I had but \$2.50 on my person and your Mr. J. K. Burke loaned me the money. He had never seen me before and I shall never forget his kindness. Such men as Mr. Burke ought to be commended. He is flagman on No. 54.

Yours truly,  
(signed) Mrs. J. H. Lucas



# The Conversion of Sam McPay

By B. A. "Barney" McDowell, Inspector of Fuel Service

**F**IREMAN BILL McSPRY was the kind of a guy, who looked on life's bright side, who believed that a smile would take you a mile and he wore one five inches wide. His whole heart and soul, bent on saving coal, for Bill had it figured this way:

"If the Company furnishes me my Hay, and I can come back and save some Jack, for them from day to day, it's up to me, you can plainly see, to make my efforts pay."

"Here's old King Coal that I ram through this hole early morning till late at night, so this hog can scream with sufficient steam to haul this train all right. I've been poking black ore through this firebox door for going on twenty years and I get right sad and sometimes mad enough to bite off both his ears, when I stop to think of the careless gink and the way he handles his fire, so I hike down the line, to see Arch-Run-a-mine to help unburden my ire."

"Oh, Archie, old Trick, you're the kind of a Brick, that listens good to me, and in the Magazine, when your dope I seen, I says, that's got 'em up a tree; but the other day, I met Sam McPay (he's a careless son of a gun) and says he to me, 'Bill, do you read that swill that the Magazine's begun? It's lately been full of a lot of bull about how much you can save, and I for one, think it's all over-done, and that Archie Brick's on the rave."

"The whole world I'll tell, you got to work like—well, you gotta shovel coal in by the pile, and I know, by Gosh, that it looks like bosh, that you can save a scoop a mile. But, you, Bill McSpry, you're the kind of a guy, that claims to believe in this jay, so now I'll just see whether you can show me how it is you get that way."

"I'm telling you Arch, I was mad as a larch, so I turned to McPay and I said, 'If ivory was gold, you'd have John D sold, for that's all you've got in your head,' and 'Sam', says I, 'sure's

my name's McSpry, If I can show some self control, I'll explain to you, in a few words, too, how to save your share of coal.'

"Start from the shop, your fire nice and clean, with the pressure of steam 30 pounds below pop. If you're called for four, come a half hour before; examine your ashpan, blower, grates and firebox door. Get your fire nice and level, and without any hole, so no coal goes out the stack when she starts to roll. In firing don't "Slug" her, keep your fire nice and light—do this all the time and she'll steam all right.

"Remember the pop is a tattle tale, for you're sure wasting coal if the pop starts to wail—so don't try to keep steam right up to pop, give yourself five pounds, in case you stop, then if you're delayed a few minutes or more, you can keep her from popping without opening the door. Break your coal small and fire it light, and between each fire, close the fire door tight—Wet your coal to keep down the dust, but don't wet it too much or she won't "combust."

"Just remember this and your dollars you'll earn—Some water's good—but water WON'T BURN. Don't shake the grates much, keep your fire nice and low, for fire needs the air to keep right, you know. Learn the whole "Book of Rules," observe "Rule 942;" also Book on "Good Firing" from the front cover through. If you fire her often, and fire her light, you'll never be belching smoke black as night—for smoke like that is unburned coal, improperly placed through the fire box hole. Do not rake the fire, unless you've a hole to fill, a bank to break, or a clinker to kill."

When Bill had done, to him t'was fun, to hear friend Samuel say, "Well, I should smile—'Save a Scoop a Mile,' why, I can save two any day. And Bill McSpry, you're a wonderful guy, you knocked me clean off my roost, and upon my soul, when they say "SAVE COAL" I won't knock any more—I'll boost."





# Safety Section

## My Safety Plans for the Year 1923

*I want to talk of Safety in a way among the men  
That they will truly realize all that it means to them!*

By E. P. Welshonce, Trainmaster, Cumberland Division

**S**AFETY? What is the meaning of all we hear and read on this subject? It means exactly what it implies—the saving of life, limb and property.

During the year past we have had three distressing accidents among us, resulting in loss of a life in each case. It is not my intention to dwell on them long for it grieves me greatly because two of the men were employes with whom I had long been associated, while the third was a new employe. At least two of these accidents could have been avoided had the simple rules contained in that little pamphlet "The Safety Book of Rules" been complied

with by the employes, each of whom had one of these books in his possession.

### Use Your Safety Rules

This fine book is of no consequence and might just as well not be distributed among the men, if they do not read it, live up to the Safety rules absolutely, preach Safety among their fellow men and then put into practice what they preach.

I have always been an exponent of Safety from its inception to the present time. I do not believe there is a man on the railroad who does not believe in the Safety movement, and if there is, he should not be here.

Why shouldn't they carry out the rules

contained in this book? It is not only a protection to them, but think of the wife and children at home awaiting the safe return of their husband and father! If there is nothing else, a man should think of the suffering that may come to his loved ones in case he is so careless as to meet with a serious accident or even death.

On the West End, Cumberland Division, each and every man entering train and engine service is furnished with a Safety Book of Rules and the men are told to study the rules from cover to cover. In addition to this they are examined on the same rules by the rules examiner before being permitted to go out on the road so they have a clear understanding of what to do in order to safeguard their lives and limbs.

During 1923 it is my intention to know that these rules are lived up to in every case. I want to talk Safety among the men in such a way that they will realize what it really means to them.

One of the worst things we have to contend with on the Railroads at present is the practice of some of the men not stepping clear of all running tracks. This is the cause of many serious accidents. Why men risk their lives in this manner

## Analysis of Causes of 384 Automobile Accidents at Highway Crossings on the Baltimore and Ohio Railroad in one year—





is more than I can understand, yet it is done right along, not only by new employes but by men who have been in the service many years. During the coming year I want to bring this to the attention of all the men I come in contact with. I want to tell them how much safer it is to obey this rule than it is to disobey it and then suffer the consequences that come from their disobedience.

## They're Making Men's Eyes Out of Pig's Eyes

*But a Pig's Eye Might Not Look Well on You!*

**H**OW many are there who depend upon your eyes for their comfort and happiness? Your wife and children and maybe others look to you to provide them with the necessities of life. Upon your ability to produce rests their welfare. And of the five senses, none is more vital as a breadwinner than that of seeing. Minus your eyes you become—for the time being at least—a non-producer, a liability, instead of a virile, capable worker.

Do you appreciate your eyes? Nearly 200,000 persons in industry suffer eye injuries yearly. A substantial majority of these are unnecessary. Unnecessary because for a moment goggles were laid aside; because a shield was neglected; because someone forgot or was careless, or declined to wear the protection provided.

### You Can Get Goggles That Suit You!

Why do men object to wearing goggles? Some say "They are too heavy. They hurt my nose. They hurt my ears. They look funny. The lenses get cloudy. They're in the way."

Poor excuses, all of them. Do such men try to get goggles that are satisfactory, or do they just throw them aside saying, "I'll take a chance?"

What happens when goggles or face masks are not worn and an eye is lost? Pain and suffering, disfigurement of features, loss of earning power, life long regret. We who have eyes look with pity on those who have one or none to see with. BUT, unless we profit by their example we are in danger.

### Do Your Eyes Need Examination?

Do things sometimes look blurred to you? How often do you have headache or eye ache; do your eyes feel puffy and watery or inflamed? These are often Nature's warnings that you have defective vision and that in addition to goggles you need the attention of an oculist. Some day you are going to be fooled by those nearsighted or weak eyes of yours and get hurt. Next to the hazards to the eye itself through lack of protection, comes the danger from poor eyesight. It is said that over 25,000,000 persons who are working in the United States are handicapped by defective vision or eye strain—almost one quarter of our nation's population. Better check up!

Let's all get back of the Safety movement this year with renewed energy. Let us preach the doctrine of Safety this year more than ever before and see if, on December 31, 1923, we cannot say that the year 1923 has been a banner year so far as reduction of personal injuries is concerned. We can do it, but it means concentration on this subject by all of us.

No word should be necessary as to when to guard the eyes. Flying sparks or splashing molten metal, flying bits from flying chips, castings and battered tools, emery wheels, injurious light rays and intense heat from high temperature welding, steam, hot water, or bursting glass, acid burns and chemicals are causes of eye accidents that are preventable if the proper caution is observed.

You may be willing to take some chances but the chance of blindness you *cannot* take and still expect to derive much from life.

Skilled doctors in a New Jersey city recently, in a desperate effort to restore eyesight to a youth blinded by a Fourth of July explosion, grafted parts of a pig's eye onto one of the injured eyes. The attention of the world is on that experiment. If it is successful, science will have made another advance—but don't depend too much on that. A pig's eye may not look well on you.

The value of your good vision cannot be expressed in any terms. Look at it from the viewpoint of your family, yourself and your life in general and then ask "Can I afford not to protect my eyes?"

## Conductor R. A. Brake and Brakeman J. B. White

Box 31, Dellslow, W. Va.  
November 21, 1922

Mr. W. Trapnell, Supt.  
Baltimore and Ohio R. R.  
Weston, W. Va.

Dear Sir:

I am not accustomed to handing out bouquets, yet when the idea is entirely in order I think the opportunity should not be neglected.

On November 16 I travelled from Gassaway to Charleston on train No. 37. We were more than crowded and conditions were not the most pleasant for the trip. However, I noticed the ever pleasant attitude of those in charge, Conductor R. A. Brake and Brakeman J. B. White, and their continued generosity to all those travelling. Therefore I thought it not out of order to hand in a compliment for them.

I have electric railroaded two different periods during my life, and I seldom find trainmen as kind, sociable and considerate as I, myself, tried to be when handling the public. But I have nothing on those mentioned above. While I believe in sobriety and firmness in business, yet smiles cost nothing, kindness is free and good treatment is always in style.

Yours very respectfully,  
(Signed) H. H. Davis,  
Principal of Dellslow School,  
Monongalia Co., W. Va.

Good, absent-minded old Dr. W. was greatly dependent upon his practical wife. One morning Mrs. W. sent up an announcement after he had entered the pulpit, with a footnote, intended to be private.

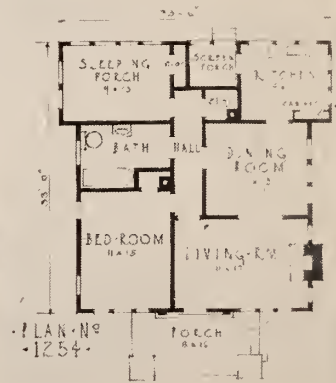
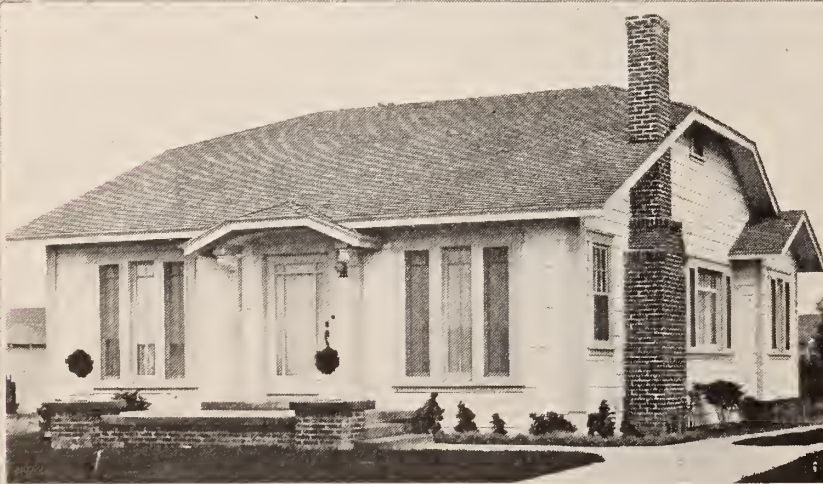
"The Woman's Missionary Society," he read aloud, "will meet Wednesday afternoon at three o'clock sharp. Your necktie is crooked; please straighten it toward the right."—*The Watchman-Examiner*.



Foremen should make it their business to see that our men wear their goggles, properly adjusted for comfortable work



# Have You Gotten Your Free Booklet Showing Floor Plans of 50 Homes; or that Set of Complete Plans and Blueprints for Your Own Home at \$2.50? See Below



You Can Get a Complete Set of Blue Prints and Plans for Any One of These Houses for \$2.50. Order by Plan Number from the Editor, Mt. Royal Station, Baltimore, Md. This offer is made through the courtesy of the American Wholesale Lumber Association.

A handsome booklet issued by the Southern Pine Association, and containing the pictures and floor plans of fifty modern houses, may be had without charge from the Editor of the Magazine on request. We have already distributed over 700 copies of this booklet. Complete working blue prints and specifications for any one of the houses in the booklet may also be had for \$2.50.





## Keep Your Eyes on Your Eyes

*One of a Series by Life Extension Institute Containing the Latest and the Most Scientific Information on Healthful Living and the Prevention of Disease*

SCIENTISTS have found a good deal of fault with the human eye. They claim that barring the vitality to make it work, they could turn out an eye more perfectly adjusted to human needs and to the obvious purposes for which the eye is intended. This is a severe indictment of nature. However, it would be well for man to consider what he has himself done to abuse this delicate yet highly resistant organ.

In the first place, as man has become civilized he has suffered to some extent by what has been termed backward evolution. He is no longer a hunter, a fisher, a dweller in the open places. There are many ways in which he can earn a living, even though he be crippled, blind, or deaf. In primitive times those born with defective senses were at a heavy disadvantage and not so likely to survive and propagate their kind. This may account to a considerable extent for the enormous percentage of eye defects found in the population. By eye defects we mean actual faulty vision and not the deficiencies of the normal eye of which science has complained. We have no means of making comparisons with the times when few people spent much time in reading, but we know that under modern conditions the eye is subjected to a great deal of work that does not tend to improve its efficiency.

Now, most regions of the body are improved by use and degenerate with disuse. You may ask, why is this not so with the eye? The answer is, that mere seeing does not constitute complete and vigorous work for the visual system. The eye is controlled by certain muscles just as truly as the hand is controlled, and when our eyes are practically fixed upon the printed page or employed chiefly for near vision, we do not afford well balanced exercise for the muscular portions of the visual system. That this must in time impair the vigor and quality of the tissues involved, is a reasonable theory. That it

will suffice simply to fit glasses to eyes that will progressively lose their visual acuity as time goes on is not reasonable. Perhaps we have been too self-sufficient in this matter in considering that our work was done when glasses that insure clear vision have been fitted. The other phases of visual hygiene should be more fully considered.

In primitive times the eye was vigorously exercised in the life in the open. It was employed more for distant vision than for near vision as it was continually roaming and on the watch for enemies, for game, or attracted by the panorama of nature. The mass of the population at the present time are making little use of the eyes for distant vision, and very intense use of the eyes for

near vision, especially in reading much fine print, much poor print, or in close industrial work. Investigations of the Life Extension Institute have shown that 66 per cent. of the working population have defective vision requiring correction by glasses. Only 20 per cent. of these people were actually wearing glasses. It is all important that glasses be fitted to correct visual defects, but it is also important that people give attention to exercising and resting their eyes just as they do to exercising and resting the balance of the muscular and nervous mechanism of the body. A special exercise for the eyes is as follows:

Take a red-headed hat pin and hold it between the eyes at a distance of about one foot. Bring it slowly to within a couple of inches of the forehead and then back again slowly to the original position. This exercise, practiced several times a day, for a few minutes, will strengthen certain muscles of the eye which are often found unequal in their development or lacking in full muscular power.

It seems reasonable to suppose that in addition to the mere strengthening of these particular muscles, the nutrition of the adjacent tissues would be improved by these exercises and perhaps the changes that come about with age, retarded. Those engaged in close work should be encouraged frequently to rest the eyes by gazing into the distance. If some attention were paid to these matters we would not see so many people with their foreheads screwed up into knots and perhaps we could mitigate to some extent the influence of backward evolution in making our eyes such defective instruments as compared to those of other animals.

## Secretary of War Praises Handling of Crowds at Army-Navy Game

WAR DEPARTMENT  
WASHINGTON

November 29, 1922

G-4 9227

Mr. Daniel Willard,  
President, Baltimore & Ohio Railroad,  
Baltimore, Md.

Dear Sir:

I desire to express my appreciation of the War Department for the splendid service rendered by your railroad to and from Philadelphia on November 25, 1922, in connection with the Army and Navy football game. I was much impressed with the excellence of the arrangements made for this transportation service, and am sure the officers and other personnel of the Army join me in this opinion.

The railroad officials responsible deserve much credit for the results of their interest and efforts on this occasion.

Yours very truly,

(signed) JOHN W. WEEKS,  
Secretary of War.



# How the Winning Total of Votes Was Made—February 5-26

## Executive, Chicago Terminal, Secretary, Law, Purchasing

President's Office.....	2,772
Baltimore and Ohio Chicago Terminal—Chicago.....	1,374
Secretary's Office.....	40
<b>LAW DEPARTMENT</b>	
General Offices—Baltimore.....	1,000
General Offices—Cincinnati.....	330
Division Counsel and District Attorneys.....	2,615
Local Counsel.....	3,060
General Claim Agent—Baltimore.....	425
General Claim Agent—Cincinnati.....	135
Tax Department.....	130
Total.....	7,695
<b>PURCHASING DEPARTMENT</b>	
Purchasing Agent.....	1,159
Fuel Agent.....	77
Lumber Agent.....	10
Total.....	1,246
Magazine Department.....	360
Superintendent of Building.....	583
Camden Warehouse.....	76

## Traffic Vice President \*

Traffic Vice President's Office.....	1,175
Freight Traffic Manager—New York.....	1,089
Freight Traffic Manager—Baltimore.....	1,727
Freight Traffic Manager—Chicago.....	6,508
Freight Traffic Manager—Cincinnati.....	2,475
Assistant Freight Traffic Manager—St. Louis.....	920
General Freight Agent—Philadelphia.....	125
General Freight Agent—Pittsburgh.....	1,190
General Freight Agent—Wheeling.....	2,919
Passenger Traffic Manager—Baltimore.....	2,908
General Passenger Agent—Chicago.....	230
General Passenger Agent—Cincinnati.....	915
Coal Traffic Department.....	647
Commercial Development Department.....	616
Mail and Express Traffic Department.....	170
Dining Car and Commissary Department.....	3,045
General Live Stock Department.....	270
Foreign Freight Department.....	315
Total.....	27,244

\* NOTE—The above tabulation is in accordance with organization outlined in Traffic Vice President's letter of February 8. The votes shown above include those received from offices under the respective jurisdictions indicated.

## Operating Vice President

Operating Vice President's Office.....	1,647 1/2
General Manager—Eastern Lines.....	266
General Manager—Western Lines.....	100
General Manager—New York Terminal.....	372

Chief Engineer.....	780
General Superintendent of Transportation.....	3,667 1/2
Superintendent of Transportation.....	60
Superintendent of Car Service.....	121 1/2
Chief of Motive Power and Equipment.....	280
Mount Clare Shops.....	1,884
Glenwood Shops.....	633
Electrical Engineer.....	300 1/2
Chief Engineer—Maintenance.....	755
Real Estate Agent.....	293
Telegraph Department.....	475
Signal Engineer.....	175
Engineer of Tests.....	530
Employment and Record Bureau.....	52
Safety Department.....	94
Police Department.....	3,750
General Superintendent—Baltimore.....	351
General Superintendent—Wheeling.....	82
General Superintendent—Pittsburgh.....	50
General Superintendent—Cincinnati.....	75
General Superintendent—Cleveland.....	250
Superintendent—Baltimore Division.....	11,329 1/2
Superintendent—Cumberland Division.....	15,548
Superintendent—Connellsville Division.....	2,591
Superintendent—Pittsburgh Division.....	5,890 1/2
Superintendent—Monongah Division.....	3,525
Superintendent—Wheeling Division.....	4,417
Superintendent—Charleston Division.....	1,288
Superintendent—Ohio Division.....	1,893 1/2
Superintendent—St. Louis Division.....	1,969
Superintendent—Cincinnati Terminals.....	743
Superintendent—Toledo Division.....	1,790
Superintendent—Akron Division.....	2,029
Superintendent—Chicago Division.....	1,938 1/2
Superintendent—Newark Division.....	5,424
Superintendent—Sandy Valley and Elkhorn.....	2,862
General Storekeeper.....	1,482
Grain Elevators—Baltimore.....	243
Total.....	78,706

## Summary

<b>President's Office.....</b>	<b>2,772</b>
Baltimore and Ohio Chicago Terminal, Chicago.....	1,374
<b>Senior Vice President's Departments.....</b>	<b>25,860</b>
Operating Vice President's Departments.....	78,706
Traffic Vice President's Departments.....	27,244
<b>General Counsel's Departments.....</b>	<b>7,695</b>
Secretary.....	40
Purchasing Agent's Departments.....	1,246
Magazine Department.....	360
Superintendent of Building.....	583
Camden Warehouse.....	76
<b>Other Sources.....</b>	<b>36,391</b>
<b>Total.....</b>	<b>182,356</b>

## Senior Vice President

Senior Vice President's Office.....	825
Comptroller and Assistant Comptroller (WIDOW).....	987
Assistant Comptroller (FAD).....	490
Assistant Comptroller (JPO M).....	445
Auditor of Disbursements.....	2,486
Auditor of Freight Claims.....	1,795
Auditor of Merchandise Receipts.....	4,569 1/2
Auditor of Coal and Coke Receipts.....	921
Auditor of Passenger Receipts.....	2,979
Auditor of Miscellaneous Accounts.....	578 1/2
Traveling Auditors.....	580
Cost Engineer.....	737
Engineer Accountant.....	153
General Freight Claim Agent.....	4,334
Treasurer and Paymaster.....	1,093
Assistant Treasurer—New York.....	64
Relief Department.....	1,641
Valuation Department.....	1,158
Chief Engineer—Adjustment Division.....	33
Total.....	25,860

## Other Sources

American Committee Donation.....	100
Bonus (largest number votes cast, February 14 to noon February 17, inclusive).....	1,000
Baltimore and Ohio Post, American Legion.....	50
Baltimore and Ohio Glee Club.....	250
Baltimore and Ohio Veterans—	
Baltimore.....	270
Cumberland.....	207
Connellsville.....	100
Fairmont.....	180
Ladies' Auxiliary—Baltimore.....	301
Ladies' Auxiliary—Grafton.....	200
Total.....	1,258
Miscellaneous.....	33,723
Total.....	36,391

NOTE—Votes received by team of young ladies from the Central Offices at Baltimore, together with all other votes received from any sources on line of record, other than shown above, have been allocated to the respective divisions.

Votes shown under heading, "Miscellaneous," represent votes received direct at headquarters at Baltimore which are not properly allocated to any particular department.

Approved:  
 J. S. MURRAY,  
 Assistant to President,  
 General Chairman

F. H. B. BULLOCK,  
 Campaign Treasurer



# Highest Honors for Miss Spengler, Baltimore and Ohio Good Will Candidate

IT was a great and gratifying honor which The Baltimore and Ohio won through its standard bearer, Miss Nina Spengler, clerk, Office of Auditor Merchandise Receipts, in the National Good Will Election centering in Baltimore. For most of the period of the contest the lead see-sawed between Miss Jessie Slee, the candidate of the United States Fidelity and Guaranty Company, and Miss Spengler, and few of us hoped for more than a close victory for our side. But when the final result was announced at the Lyric Theatre in Baltimore where the final rally was held on the night of February 26, the Baltimore and Ohio candidate had 181,355 votes or nearly twice the number of her next highest competitor.

An attractive candidate; the whole hearted support of the Company; an able organization headed by J. S. Murray, assistant to president, as general chairman, and F. H. B. Bullock as general treasurer; hard work on the part of all of the divisional and departmental captains and their aides; the spirited canvassing of the "flying squadrons" of young ladies sent out from Baltimore all over the Road; and, finally, the

generous response of employes and officers over the entire System, made the teamwork which brought the splendid victory.

## Organization

The last issue of the Magazine related how completely the System was circularized with literature concerning the worthiness of the cause and the qualifications of Miss Spengler. The trail over our lines was blazed by W. W. Wood, chief of Welfare, who spoke at many points and generally outlined the purposes of the campaign. Even he had been preceded by H. Irving Martin, Relief Department, who made the preliminary arrangements for the meetings.

The chairmen, of both sexes, appointed by the various departments and divisions to have charge of the canvass, entered into their work with the finest enthusiasm and determination and put in long hours in the sometimes not too gracious task of soliciting votes—and, incidentally, money to pay for them. Here, however, it was almost invariably a pleasant assignment to win supporters, for the ultimate purpose of helping the French rehabilitate their war desolated sections had a strong appeal.

No less enthusiastic were the chairmen appointed to push the canvassing on the divisions and they handled every request from headquarters in Baltimore with dispatch and energy.

Especially was this true when the divisional committees met and took about our various properties—shops, roundhouses, stations, etc., the "flying squadrons" of young ladies sent out from Baltimore, whose names are given elsewhere in this article. From superintendents down, every facility was afforded for comfortable and resultful work, and many friendships were made between the young lady missionaries from Baltimore and their fellow employes on line.

In addition to the individual solicitation made by committeemen, employe meetings were held at advantageous places, especially after the girl teams from Baltimore arrived, and the men in the shops, terminals and other places were happy to greet these campaigners for Miss Spengler and to give them a hearty welcome. Furthermore, officers and employes at many points made it their business to see that the Baltimore canvassers were properly introduced to



THE CAMPAIGN TEAMS

They brought home votes for Miss Spengler, money for France, good will for the Baltimore and Ohio from shippers and employes alike. They are, left to right, back row: Misses Lillian Foster and Audray Lilly, of Team No. 4. Second row: Misses R. Baker and Emma McClayton, of Team No. 1, and Miss Harriet L. Ebaugh, of Team No. 4; Miss Mabel Gessner, Team No. 5. Front row: Misses Margaret Brown, Lillian Schueler and Gladys Farley, of Team No. 2; Misses Nina Spengler, Margaret Stevens and Elizabeth Helfrich, of Team No. 3. Miss Virginia Smith, of Team No. 2 was ill at home when the picture was taken. Miss Spengler made her trip over the Valley with Team No. 4





NINA PUTS IT OVER FOR HERSELF— AND EVERYBODY HELPS HER

1. Miss Spengler drops in for a morning chat with Crossing Watchman G. F. Brown, Point of Rocks, Md. Mr. Brown has 41 years of Baltimore and Ohio service to his credit. 2. A picture taken by the Pittsburgh Sun-Post for its pictorial page. Left to right, front row: Miss Elizabeth Helfrich, Relief Department, Baltimore; Misses Eva McElroy and Elizabeth Lucey, of the Pittsburgh offices. Back row: Miss Emily Publow of the Pittsburgh Freight Station; Miss Margaret Stevens, of the Magazine; Miss Mildred Nordman, Pittsburgh, and J. T. Campbell, Assistant Terminal Agent, Pittsburgh. 3. The Valuation Department "Kandy Kyds" who sold candy and turned the proceeds over to Miss Spengler's campaign—George W. Hunt and William T. Brewer. 4. The girls of the Valuation Department who helped make and sell the candy; Misses Dorothy Fossett, Emily Minor and Lorine Rischeill. 5. Nina waves a greeting to the Engineer of No. 2 while that train is going 50 miles per hour



business friends of the Railroad in the cities covered, with substantial increases in the votes coming through this source.

#### How It Was Done

Numerous interesting schemes were developed to elect Miss Spengler. Certain far-seeing department heads put up prizes of one sort or another, on which chances were taken, each chance to count as a vote or multiple thereof. In one department a day's vacation or two was hung up on quite a few occasions and lucky the employe who got this extra respite from work through the medium of the chance taken and the vote thereby cast.

Colnel Jenks B. Jenkins, valuation engineer, called his department folk together and after his eloquent presentation of the subject of "good will" collected \$81.15.

His people were not satisfied, however, and a beauty contest was decided on, the "contestants" being pictured in the accompanying cut in white caps and aprons. "Miss George W. Hunt was "sold" as a perfect 54 and "Miss" William T. Brewer as a perfect 48. The three graces shown below this group are Valuation Department girls who made candy and sold it at such "exhorbitant" profit in behalf of our candidate that they pushed their total up to \$117.90.

#### Of Special Merit

When one starts to pick out any department or division for special credit, one is in the same quandary as in trying to single out individuals for the especially good work they did.

First let it be recorded that among the Accounting Departments, Miss Spengler's own department, Auditor Merchandise Receipts, returned the highest total of votes, a fitting proof that she is a "prophet with honor in her own country." Hard pressing the A. M. R. was the Office of the General Freight Claim Agent which, under the able leadership of Howard Riggan, and with hard work on his and his helpers' part, inside and out the service, returned a big total.

Of the departments which were only distantly related in Railroad fellowship to our candidate, the Police Department seems easily to take first place—as may be seen from the accompanying table. All credit to the four hundred odd men scattered up and down the line, who responded so generously!

Of the divisions Cumberland was high, and it is no detraction from its showing to add that Cumberland is the largest employing division on the System. Baltimore was a good second. Other divisions deserving special mention are Pittsburgh, Newark and Wheeling. Of the Traffic departments the Office of Freight Traffic Manager in Chicago easily occupies first place, and the Dining Car Department, the Freight Traffic Manager's office in Cincinnati and the General Freight Agent's office in Wheeling deserve commendation.

#### Outside Contact

It is unquestionably true that the Railroad benefitted materially from the campaign. Representatives of the Road met many of our shippers and passengers on a most friendly, congenial basis and ties which were already strong between the Company and many of its customer friends are now even stronger.

There was a good deal of newspaper publicity attendant on the campaign and in Baltimore particularly the name of the Railroad and the fine teamwork by all connected with it, were being constantly kept before the people. The young ladies soliciting funds and those who entertained them at divisional points had their pictures taken frequently and printed in the various newspapers. In not a few places motion picture houses permitted the showing of the film picturing the first Good Will delegation, etc., and the Baltimore and Ohio candidate, and a new phase of our organization and work on the Railroad was thereby shown to many people.

Of particular interest was the trip made "down the Valley" by Miss Spengler and party. At Winchester, Strasburg, Charlestown and other places motion picture houses turned their theatres over to the showing of the Good Will picture and on occasion the entire proceeds of these performances were given to the American Committee for Devastated France. Miss Spengler received a royal reception in her own bailiwick.

The general campaign committee in Baltimore put up a Ford Sedan for chance taking and the lucky chance out of the 35000, No. B-51, sold by C. M. Heany, superintendent of Buildings, was bought by William H. Flavin, Purchasing Department, who will henceforth have a chance to spend his spare change for gasoline and tires. By the irony of fate, Mr. Heany held vote B-50, just one before that of the winner.

A big show was given in the Garden Theatre in Baltimore and netted our candidate quite a substantial sum. A beautiful wrist watch was awarded to Miss Rose Michael, Office of District Master Mechanic,

## Miss Spengler Wants Us All to Share Her Honor and Happiness

Baltimore, Md., February 27, 1923

Dear Friends of the Baltimore and Ohio:

How can I thank you for your wonderful support in the Good Will Campaign, that resulted in the gratifying honor which came to me as your candidate on the Baltimore and Ohio!

When that fortunate third envelope was pulled out of the envelope by Senior Vice President Shriver and showed my name as the lucky girl, I could not, even then, be sure of the election—it all seemed too good to be true. But when I saw the enthusiasm of Mr. Murray and Mr. Bullock, and of the team captains and of all the people in Baltimore who helped start the campaign—enthusiasm for those unfortunate French farmers and women and children whom the American Committee is going to help—I was greatly encouraged. And when I got out on the Road with my girl teammates, and all you good people received us so cordially and gave us such good support, I was sure that the Old Baltimore and Ohio was going to come out on top.

Now that the campaign is over and the overwhelming victory ours, I want you to know how much I appreciate my honor and responsibility. We must never forget the real purpose of the campaign—to succor some of those who were our allies in the Great War, and, through the agency of the women candidates who go to France, to bring back to America and Americans a true picture of the conditions in the devastated regions. It will be my pleasure to do this for Baltimore and Ohio people and to give them as much of a share of my trip through letters, pictures, etc., as I can. And don't forget that I'm mighty proud of our victory—and of the Baltimore and Ohio—and I'm going to tell people all about it!

It would be a real pleasure and privilege for me to shake the hand of every person on the system who contributed to our success, but this being impossible I send you my heartiest thanks and best wishes through this letter.

Most sincerely

*Nina Spengler.*



Baltimore for selling the largest number of tickets for this performance. Second to her was Miss Theresa Cook, Office of Auditor Passenger Receipts, who, in view of her fine work, was awarded the same kind of watch.

Miss Spengler has received many congratulatory letters since her well deserved victory and, our readers will be glad to know, is in good health and looking forward to her trip with the greatest interest.

Fifteen other cities are having or have had the same kind of voting contest as did Baltimore, for the trip scheduled to start on April 18. At this writing eleven of them have completed their balloting and of all the 51 candidates elected, including those from the Baltimore delegation, the next highest to Miss Spengler had 115,630 votes.

It is a particular pleasure to be able to announce now that the young lady employe to accompany Miss Spengler will be elected by a System-wide popular vote under the fairest plan imaginable. Details of the voting plan have been bulletined all over the System and the vote is now in process of being taken.

The whole Good Will campaign on the Baltimore and Ohio was a magnificent illustration of what organization, back of a worthy cause, can accomplish through teamwork. It was a job well done and the lesson it suggests will not soon be forgotten.

#### Teams Sent on Line of Road

##### Team No. 1

Miss Emma V. McClayton, Miss Virginia Smith, Office of Operating Vice-President; Miss R. Baker, Office of General Superintendent of Transportation.

##### Team No. 2

Miss Gladys Farley, Office of Operating Vice-President; Miss Margaret Brown, Office of the Treasurer; Miss Lillian Scheuler, Office of Auditor of Disbursements.

##### Team No. 3

Miss Nina Spengler, Office of Auditor of Merchandise Receipts; Miss Margaret Stevens, Associate Editor, Magazine; Miss Elizabeth Helfrich, Relief Department.

##### Team No. 4

Miss Nina Spengler,\* Office of Auditor of Merchandise Receipts; Miss Lillian Foster, Office of Auditor of Freight Claims; Miss Harriet L. Ebaugh, Office of Auditor of Coal and Coke Receipts; Miss Audray Lilly, Auditor of Miscellaneous Accounts.

##### Team No. 5

Miss Mabel T. Gessner, Passenger Representative.

\*Miss Spengler left Team No. 3 on February 16, 1923, at Pittsburgh, for trip over the Valley with Team No. 4.



NINA TAKES A RIDE ON A HANDCAR

And the whole gang was there to accompany her. At Miss Spengler's left is C. D. Rutherford, Foreman of Section No. 60, Baltimore Division. He has been in the service of the Baltimore and Ohio for 14 years.



# New Grain Elevator Facilities at Locust Point

By L. P. Kimball, Engineer of Buildings

THE Baltimore and Ohio Railroad Company is now preparing detailed plans for a complete new grain handling terminal to be located on its property at Locust Point, Baltimore, Md. This plant will replace the facilities which were entirely destroyed by fire on July 2, 1922. These were known as Elevators B. and C., wharf type elevators of wooden construction erected in 1874 and 1881 respectively, and which had an aggregate storage capacity of 2,500,000 bushels.

The new facilities will be in the form of a concrete elevator of the most modern type and an idea of the appearance and arrangement of these facilities may be obtained from the accompanying picture.

## Location

The elevator plant proper will be located approximately 500 ft. from the waterfront to permit of the use of a loop track layout, by means of which the loaded cars will be delivered at the west end of the plant and the empties will be taken away by gravity at the east end. Unloading tracks will have capacity for the placing of 80 loaded cars at one time, and the arrangement of tracks above described will permit the continuous operation of unloading equipment without interruption for switching of cars as is usually necessary in a terminal of this character.

## Unloading Equipment

Grain received in cars will be unloaded by four special car dumpers, arranged to tilt the car and discharge the grain from same at the rate of eight cars per hour per machine. These dumpers will be housed in unloading shed over tracks along the north side of buildings. An extension of this unloading shed, 176 ft. in length, will be constructed for use as a drip shed, which will permit the prompt handling of cars in inclement weather. Grain discharged by each of the car dumper units will be

conveyed by belt conveyors located in tunnels under ground and delivered to elevating legs in workhouse.

## Workhouse

The workhouse, where the principal handling of grain will be carried out, is a reinforced concrete structure 61 ft. wide by 240 ft. long and 206 ft. high above the tracks, in which are included elevating legs, garners, scales, cleaners and other equipment. The bins in the workhouse will have a capacity of 800,000 bushels, which will be used for shipping, cleaning and other purposes. To elevate the grain in the workhouse there will be provided 20 elevating legs, and of these, eleven, which will be used for the major operation of receiving and shipping, will have a capacity of 25,000 bushels per hour each. There will be provided 12 main garners and scales, having a capacity of 3,000 and 2,500 bushels each, respectively. In addition there will be four smaller garners and scales for use in connection with the driers.

## Storage Annex

Storage annex will consist of 182 cylindrical tanks, 16 ft. in diameter and 96 ft. in depth, and the resultant interspace bins. These tanks will cover a ground area of 225 x 209 ft. For the delivery of grain into storage tanks, there will be provided in cupola story over tanks, ten 48 inch belt conveyors, and for the unloading of grain from these tanks for shipping or other purposes, there will be provided in the basement seven 42 inch belt conveyors. The storage capacity of these bins will be 3,000,000 bushels and provision will be made in their construction for the future installation of additional bins with a capacity of approximately 5,000,000 bushels, which will make a total future storage, independent of the workhouse, of 8,000,000 bushels.

## Shipping Facilities

For the shipping of grain in vessels, there will be provided a gallery system leading from the shipping bins in workhouse to the waterfront. This gallery system will contain six 42 inch belt conveyors, each with a capacity of 25,000 bushels per hour. Provision will be made for the connection of these conveyors to a gallery system, which consists of four conveyor belts on new Pier 7 and two conveyor belts on each side of existing Pier 6. New Pier 7 will be built as an open structure, 50 ft. in width, and supporting grain galleries only. The above arrangement will permit the berthing of eight ships for grain loading at one time—four at Pier 7 for exclusive grain shipments and four at Pier 6 for combined shipments of grain and general cargo. Grain can be actually loaded into ships at six of these berths at one time at a rate of 25,000 bushels per hour each. Shipping galleries are arranged so that they can be extended in the future to other piers.

## Marine Unloading Equipment

For the unloading of grain received in small bay boats, there will be provided at the outer end of Pier 7 a marine tower with pneumatic unloading equipment and a return belt conveyor to deliver grain to workhouse. This equipment will have the capacity of unloading one average schooner per hour.

## Drying

For the drying of grain, there will be provided immediately adjacent to workhouse a concrete structure containing eight drier units, each having a capacity of 500 bushels per hour. The Hess type of drier has been selected for use in this installation.

## Dust Collection and Fire Prevention

The elevator plant will be designed of incombustible materials throughout in accordance with the most approved modern practice for the prevention of fire and explosion hazard. The equipment will include a very complete system for the collection and removal of dust from the plant, and this equipment will be arranged to collect the dust as far as possible as it

*(Continued on page 80)*



Excavations have already been started for this modern and flexible grain elevator plant at Locust Point





## Vice President Galloway Addresses Chamber of Commerce and Veterans of Connellsville

IT was Baltimore and Ohio Day in Connellsville. When No. 7 arrived in town in the early morning there stepped from the train three young women from Baltimore who made up Team No. 3 in the campaign to secure votes for Miss Nina Spengler to represent the Baltimore and Ohio in France, and incidentally to get subscriptions for the American Committee for Devastated France. And in this group there was no less a personage than Miss Spengler herself.

Hardly had they arrived and started in on their campaign when it was announced that President Willard, Vice President Galloway and others of the officers would arrive on No. 15. Then, too, there was the big dinner to be given by the Chamber of Commerce in honor of Mr. Willard, not to mention the Veterans' Ball afterward.

The morning rolled on, the mayor of the town and the townsmen themselves, the Chamber of Commerce and the various industries of Connellsville, shopmen, clerks, editors and hotel proprietors—all these joined in making the day a great success. The only feature to mar the pleasure of the day was the news which came by wire that President Willard would not be able to get to Connellsville because of illness. It was a great disappointment. Vice President Galloway, however, appeared in his stead and delivered two splendid addresses before appreciative audiences that welcomed him into their midst quite heartily.

The banquet was held in the hall of the First Presbyterian Church. Rev. Proudfit pronounced the invocation, Kiferle's Orchestra furnished the music, and Charles T. Kepner, president of Connellsville Chamber of Commerce, presided at the dinner. The guests were in high spirits and many happy bursts of laughter went ringing down the hall, proclaiming to all the world that Connellsville was enjoying itself.

While the delicious turkey dinner served by the wives of the Veterans and the wives of the members of the Chamber of Commerce, and other women members of the Presbyterian Church, was being thoroughly digested, the guests were delightfully entertained by the following numbers:

Musical selections by Jiferle's Orchestra,  
Solos by J. Lowell Miles, of Scottdale,  
Singing by the Imperial Quartette,  
accompanied by Mrs. Clayton Campbell,  
Solos by Miss Florence Altman, of  
Brownsville, accompanied by Miss Naomi Harmon,

Recitations by Miss Leonore Weaver,  
of Mt. Pleasant.

In introducing Miss Weaver, Mr. Kepner said: "I can read in your faces the words, 'just as soon as I get to that table I am going to ask Mr. Galloway!' so and so. Nobody save a young lady from Mt. Pleasant has the permission to ask Mr. Galloway why they can't resume eight to twelve trains per day at Mt. Pleasant."

Mr. Kepner welcomed the officers of the Baltimore and Ohio and the visitors on behalf of the Chamber of Commerce.

"I have the painful honor of notifying you that Mr. Willard will not be with you tonight," Mr. Kepner continued. "He wanted to come but his doctor objected. We do not want Mr. Willard to feel that the generosity of Connellsville is not great enough to excuse him under such circumstances.

"Mr. Galloway's welcome, however, is none the less sincere."

(Mr. Kepner then read a telegram from President Willard in which he expressed his regrets at not being present.)

"We know that if it had been humanly possible, Mr. Willard would have been with us. We extend our condolences to him. Connellsville is first, last and always with the Baltimore and Ohio. The splendid party assembled here tonight just

goes to show us what the Baltimore and Ohio thinks of us. I anticipate a trip to Pittsburgh tomorrow on my favorite road. We are with the Baltimore and Ohio in spirit, word, and action.

"Mr. Galloway is here to represent Mr. Willard. I shall ask a man who has served the Baltimore and Ohio for 52 years and who is still plugging away, to introduce Mr. Galloway. It must be a wonderful railroad that can produce a man like P. J. Harrigan."

Mr. Harrigan, stately and active, despite his white hair and his 52 years of service, arose to address those who have known him and grown up with him on the Baltimore and Ohio.

"In showing our loyalty to these officers of the Baltimore and Ohio," said Mr. Harrigan, "we are showing it to those who represent the president of the first real railroad and the greatest railroad in the United States. I feel that if he is not with us in person, he is with us in spirit. The Veterans' Association has recognized as its cardinal principles and purposes Unity, Friendship, and Sociability. The officers of the Connellsville Division, we feel, are the best that any railroad in the country has. They and the president are requesting that we employ him as one great family. I see in it many people of many nationalities in and around Connellsville. I come to represent them in greeting our president, and in his absence I feel that their greeting to our vice president will be none the less hearty. . . . I have the pleasure to introduce to you now the best railroad man on the best railroad in the United States—Mr. C. W. Galloway."

"Such generous introduction," declared Mr. Galloway, "seems embarrassing to me before strangers. Mr. Harrigan makes me feel as though I should not be unmindful of my association with him, which dates back for a number of years. I want to acknowledge his great help to me when he was master mechanic. When a man got by in his examination with Mr. Harrigan, he was a good engineer.

"I feel out of place to be a substitute for the remarkable man who was to have been your guest this evening."

Mr. Galloway then expressed Mr. Willard's disappointment at not being able to be present, but promised that he was but postponing his visit to Connellsville.

"There seems to be a tendency to attack the railroads from every direction," Mr. Galloway said. "A new propaganda has been started. It comes from unreliable sources and does not deal with facts. And the public should know the facts for they pay the bills."

"The President of the United States saw fit to take over the railroads in the war emergency, and they were turned back to their owners in a crippled condition. I say this not in a manner of criticism, for it was a war necessity to make the machinery go as hard as it could go. Machinery just



was used then that never would have been used under ordinary circumstances.

"The Transportation Act of 1920, passed by Congress when the roads came back to private control, was a most constructive piece of legislation, and the Baltimore and Ohio has been operated absolutely in accordance with it, ever since it became the law of the land.

"The Baltimore and Ohio has always treated its men fairly. The Baltimore and Ohio does not care how many union labor organizations there are any more than it cares about a man's politics or his religion. But it believes in respecting the law of the land and in the fairness of asking its employes to do the same thing, and not to strike at a decision of this law on the subject of wages or any other subject. Unfortunately our men in the shops did strike last summer. They lost an enormous amount of business to our line, badly disrupted our plans for equipment repair, maintenance, etc., cost us actually \$12,000,000 and over in various kinds of losses, and weakened our credit, thus making it harder for us to get needed moneys for improvements. And please do not let anybody try to persuade you that the employes of this Railroad can do this, and not hurt themselves. The prosperity of every man who has his name on the Baltimore and Ohio payroll depends on the prosperity of the Baltimore and Ohio.

"More unfair propaganda has been started about the inadequacy of the car supply to get coal where it is needed. Please don't forget the coal strike of 1922 and that most of the mines of the country were idle for five months in consequence, and thousands of coal cars were idle; then that the railroads were expected to handle in the remaining seven months of the year the entire year's supply of coal. And that they have handled this great task in a way that has made some of the best authorities in the country, not connected with the roads, give them high praise.

"When you read of car shortages, you should not always blame the railroads. At times last year there were as many as 20,000 loads of coal at the lake front waiting for boats. But the boats were not available to take the coal. Right now the grain elevators in Baltimore are full, waiting for boats to take the grain away. We can move grain into Baltimore when it is wanted but the elevators cannot take it because the water tonnage does not relieve them of the grain already stored.

"The Baltimore and Ohio will spend over \$20,000,000 this year for improvements and new equipment—all so that it can move its business more economically and give better service. We are getting 100 new locomotives, 50 new passenger cars and thousands of new freight cars. And our repair program is most extensive. We are doing our best, spending all the money we can, to handle the business

offered us in the most efficient way. But some interests are not reasonable and demand that we eliminate all our grade crossings. To do this on the Baltimore and Ohio would cost \$500,000,000, a sum which it would be impossible for us to obtain. Other folks ask us to build new bridges, which are not absolutely essential to handle our business, in fact, where the amount of business we get is comparatively small. We would like to do, as I am sure President Willard would say, all the things that would promote the prosperity of the people and the communities that we serve, but we can only do the amount that our resources permit and the most important must be done first.

"The best thing for all of us to do is to stop making faces at each other and settle down and try to come to a common understanding of each other's problems.

"Mr. Willard wants to know you people of Connellsville better, and I know that when you get him out here he will want to come again."

Mr. Galloway compared the person who argues about the railroad and the person who actually works for it. As an example he said that anybody would be willing to ride behind a train run by Engineer Fauver, but asked who would be willing to ride behind a theorist.

"Experience," he said, "must qualify a man for his work. Does the practical railroad man want government control of railroads?"

"I am going to take a rain check whether you give it to me or not," he concluded, "and invite myself back to Connellsville."

Mr. Kepner expressed for the audience sympathy in Mr. Willard's illness and asked for a rising vote of thanks to Mr. Galloway. There was vociferous applause.

Following the banquet the guests were taken to the State Armory, where the Veterans held forth with a reception, entertainment, and dance. Superintendent Brown introduced Mayor Mitchell, who welcomed the people to Connellsville and spoke in glowing terms of the Baltimore and Ohio, its officers, and its employes. Mayor Mitchell then introduced Mr. Galloway, who reiterated many of the things that he said in his address at the banquet. He furthermore paid compliments to the city of Connellsville, to the Chamber of Commerce, to the Veterans' Association there and to the Ladies' Auxiliary.

"In some instances," he said, "the purpose of the Veterans' Association has been misunderstood. There is no difference between the Veteran and the newest employe, in that the purposes of us all are common—to get the best results for the Baltimore and Ohio Railroad, and in getting good results, we shall discover that neither of us has horns. There is no problem that cannot be ironed out.... No official is so big that he can get away with any job without the loyal, consistent services of those who do the work. Success to the Railroad means success for you.... I am hoping that if another strike is ever contemplated, the participants will come in and talk it over first instead of throwing everything into the pot to boil."

Mr. Galloway then introduced Miss Spengler, the Baltimore and Ohio Good

## Stockholder Compliments Dining Car Crew on Number Nine

Morris Whitridge  
10 South Street  
Baltimore, Md.

February 21, 1923

James S. Murray, Esq.  
Assistant to the President  
Balto. & Ohio Bldg.  
Baltimore, Md.  
Dear Mr. Murray:

As a stockholder in the Baltimore & Ohio Railroad Co. it has always been my custom to use the Baltimore & Ohio whenever possible. I returned from New York last week on the 4:45 p. m. train, which was well filled, but what I particularly wish to mention is the excellent service and dinner I had in the dining car. The table d'hote dinner was well cooked, served hot and with most polite attention, and while dining with a friend we both commented on the excellent service and delicious food.

While this is an age of "kicks" in every direction, perhaps you will be pleased to know the above facts.

With kind regards, as always

Sincerely yours

(Signed) MORRIS WHITRIDGE



Will Candidate, who is the daughter of a railroad man. Miss Spengler delighted the Connellsville folk with her smiles and won their votes for herself and their money, which helped to carry the Baltimore and Ohio over the top in the campaign for France.

Included in the party of visiting officers in addition to Mr. Galloway were E. W. Scheer, general manager; W. G. Curren, general superintendent of transportation; George W. Sturmer, president of the Baltimore and Ohio Veterans' Association, all of Baltimore; E. A. Peck, general superintendent, and W. W. Blakeley, general freight agent, both of Pittsburgh.

Representatives from the Pittsburgh and Connellsville divisions included: W. H. Eaton, division freight agent; F. M. Jordan, coal freight agent; J. C. McCormick, traveling coal freight agent; R. W. Brown, superintendent; M. L. McElheney, trainmaster; C. R. Burns, road foreman of engines; John F. Long, master mechanic; J. L. Lowney, trainmaster; J. P. O'Donnell,

trainmaster; E. S. Marsh, road foreman of engines; C. Shuh, road foreman of engines; L. N. Keck, yardmaster; Roy Hoover, chief dispatcher, and J. J. Smith, chief dispatcher.

On behalf of the Chamber of Commerce the entertainment committee consisted of the following: E. T. Norton, W. D. McGinnis, J. Fred Kurtz, Guy Corrado, J. J. Dougherty, R. S. Matthews, R. W. Brown, George S. Connell, Charles T. Kepner, A. B. Norton, Jr., C. B. Franks, Dr. J. L. Cockran, E. R. Floto, T. Fred Rieman, A. C. Stickel, C. C. Mitchell, Robert Norris, H. S. Whip and J. Donald Porter.

The Veterans' committee of arrangements consisted of W. W. Haines, chairman, James Wardley, E. C. Loudon, Thomas J. Brennan, Anthony R. King, S. T. Erwin, J. L. Fries, H. D. Whip, E. K. Smith, David Lunnen, E. H. Fenstermacher, R. R. Whipkey, John A. Larue, J. F. May and J. W. Turner.

young man handling baggage at the station at 3 a. m., who said that he had tried in every way to get someone to take his place, but had failed.

"The tumult and the shouting dies,  
The captains and the kings depart,"  
but with cherished memories that will warm the heart of many a man as he fights the battles of transportation on the front line.

All honor to the committee in charge! They were C. M. Groninger, chairman; J. A. Tschour, A. C. Harris and T. C. Smith. Many are the fervent wishes that The Family may meet again among flowers and flags and music to celebrate duties well done and faith well kept.

## News from Martinsburg Auxiliary

By Mrs. C. Virginia Taylor

FIRST of all, your correspondent would ask the pardon of our members for not having sent in any notes for the January MAGAZINE. We hope to do better in the future.

Our banquet on January 20 was a great success, thanks to the presence of the visiting officers and to our own "home talent" who helped to make an interesting entertainment. We thank the boys of the U. B. Church who sang for us and we hope to have them with us again. To Mrs. Merle Cox we also extend our appreciation for the delightful reading. Mrs. Cox is the daughter of the late Engineer Shaw, who long ago answered his Last Service call. Several of our local ministers added to the pleasure of the occasion as did also our old friend, Senator Faulkner, in an inspirational talk.

President Willard's address was heartily enjoyed and his presence was appreciated. Vice President Galloway, who had chaperoned the members of the Ladies' Auxiliary from Baltimore, spoke to us and gave much helpful advice, straight from the shoulder.

We were glad to meet the ladies from Baltimore and to hear their president, Mrs. Charles Lewis. Mrs. Lewis is the woman on the job. We also wish to extend our thanks to her for her splendid entertainment when the Grand Lodge met in

## Akron Division Folk Spend Gloriously Happy Evening

By W. W. Wood, Chief of Welfare

THE family gathering of the Akron Division of the Baltimore and Ohio Railroad at the Auditorium, Akron, on the evening of February 2, equaled if it did not surpass in size and splendor any similar gathering in the history of the system. The Akron members of The Family, 2000 strong, had just assembled in the flag-draped hall; the orchestra had just sounded its first alluring notes, when "a silver snarling trumpet 'gan to chide," and there burst into that hall of revelry the folk from Dover, from Lorain and from Cleveland, with bands and waving banners and nodding plumes—1500 strong—who, to the music of fife and drum and trumpet, circled the wide hall.

A brief address by District Freight Agent C. M. Groninger, chairman of the Committee of Arrangements, introduced Mayor Rybolt, who welcomed the family in an enthusiastic speech. A brief address by Superintendent D. F. Stevens, Akron Division, introduced President Willard,

who expressed his delight at the sight of such a good looking family.

Then Music's golden tongue set palpitating the feet of young and old, and led the thousands turning into the dizzy mazes of the dance. From hour to hour the dance went on, the flitting moments filled with chatter and laughter, the meeting of old friends and the making of new until "the bell then beating one"—the strains of "Home, Sweet Home" sobbed and died on the early morning air.

Vice-President C. W. Galloway was there, continuously meeting a thousand old acquaintances and making many new ones. General Manager R. N. Begien, Western Lines, was there, beaming with paternal pride as he watched the happy family. Yes, it seemed as if everybody was there. An operating man who stood looking over the throng, gasped: "My Glory! Who's running the railroad tonight?" But the road ran—not quite all were there. The writer fell in with a



WITH PRESIDENT WILLARD ON VISIT TO GOODYEAR RUBBER COMPANY PLANT

Left to right: H. A. Lane, Chief Engineer; R. H. Troeschler, Agent, Akron; C. M. Groninger, District F. A., Akron; C. M. Gosnell, Division F. A., Akron; H. O. Hartzell, Manager Commercial Development; R. P. Bowe, Traffic Manager, Goodyear Rubber Co.; J. C. Kimes, Assistant General Freight Agent, Cleveland; O. S. Lewis, Freight Traffic Manager, Baltimore; William Stephens, General Superintendent, Goodyear; C. W. Galloway, Vice-President Operation and Maintenance; Daniel Willard, President; C. P. Slusser, Factory Manager, Goodyear; J. A. Scheuerman, Coal Freight Agent, Cleveland; W. C. State, Mechanical Engineer, Goodyear; R. N. Begien, General Manager, Western Lines; J. G. Strickenburg, Division P. A., Cleveland; W. W. Blakely, General Freight Agent, Pittsburgh



Baltimore. Come to see us again, Ladies of Baltimore.

Now I shall tell you something more of our trip to Baltimore.

Sister W. A. Burkhart, though small in stature, gets over the ground just the same, even if your correspondent does walk her to death when she escorts her around. There were six of our ladies who represented Martinsburg at the Convention and all had a fine time, despite the fact that one of our number happened to fall up the step on getting on the train. Those present were: Delegate Mrs. W. E. Burkhart, President Mrs. Charles Auld, Treasurer Mrs. "Joe" Copenhaver, Correspondent Mrs. Clara Taylor, Mrs. John Oliver. We were chaperoned by Mr. and Mrs. Raymond Russler and Brother Fauver, president of our Veterans Association.

We were deeply impressed by Mr. Willard's splendid talk to the women. We drank in every word, for all that he said counted for so much and fitted in with our lives as Baltimore and Ohio women.

We had a fine trip on a special train to the American Sugar Refining Company's plant and we extend our hearty thanks to Mr. Galloway for this kindness and for the other ways in which he made our visit

pleasant. One virtue found in the leaders of men is gratitude for the service of others; this virtue our vice president possesses.

On the evening of the 26th we were delightfully entertained at dinner at the Southern Hotel, where we listened to a talk from Mrs. Donald R. Hooker.

The prevailing sentiment throughout the convention seemed to be the gratitude for those things which go toward our own betterment as railroad women. The writer believes that kind words go a long way, in our Auxiliary as elsewhere. It pays to speak them wherever possible. Let us take the blinkers from our eyes and show our gratitude to others. Let us extend a helping hand, and be less personal in our remarks. These are the principles on which we want to base our dealings.

We have a number of members on our sick list at present. Sister Burkhart has been complaining, but is much improved at this writing. Brother Howard Keedy has been on the sick list, but we believe him to be somewhat improved. We regret to record the death of Mrs. George Grove, wife of the late Conductor George Grove. Her death occurred suddenly as a reaction from a bad fall at Christmas time.

the result that they missed their supper. This would be funny if it weren't such a "serious" matter, at least for them.

## The Funny Side of the Auxiliary Convention

By Aunt Mary

WELL, Sisters, them of you what aint been to a meetin' of the Grand Lodge shore has got some-thing comin' to you. Them what was there has asked me to write an' tell you some of the things that happened. I aint goin' to waste no time on preliminaries, but jest bust right into meetin' as I did on Jan'y 26 an' 27, at the Grand Convention at Baltimore.

First of all, Sister President up an says, "Sister Hopper, Grand Outer Guard, don't you let a single soul in that door for no reason whatever, unless they be members of the 'Sociation.'"

"No, Sister President," declares Sister Hopper, an' before she got the words out of her mouth, in come two of Mr. Johnny Bopp's colored men. Course, they come in to bring a typewriter table, but pshaw! Sister Hopper shore knowed they wasn't members.

You all know "Safety Jack" Perin. Well, he brung his wife to the meetin', so when folks wanted to know who she wuz, she says, "Shore an' I'm Mrs. Safety Jack." A' we thought she shore wuz right; if we can have a Mrs. Santa Claus, there aint no reason why we can't have a Mrs. Safety Jack.

Sister J. M. Garvey had a handsome photograph of her husband, and all the other sisters was jealous. They wanted one of Brother Garvey, too.

Brother Sturmer (Making the ladies a visit): Yes, Sisters, a woman who has been the wife of a railroad man for 20 years deserves as much recognition as the man himself.

Sister Sturmer (peeping out from behind the crowd as her husband passed by): Huh, I notice that you sorter overlooked me anyway. Recognition! Girls, he doesn't even know I'm here!

Sisters (in unison) How are we going to find our way to Camden Station?

Sister Lewis: Reception Committee, please arise. (They did.) Now, just you hang on to their coattails and they'll get you there.

A reporter from one of the mornin' papers come in to interview somebody. The president asked the Press Committee to meet him, but the ladies got so frustrated on seeing a real live reporter that they let him slip out of their hands and he got away before they got hold of him. Did he get scared of the Grand Outer Guard?

Brother Wallburg, on visitin' the meetin', was introduced as "Sister Wallburg's Husband, Girls." Brother Wallburg hesitated but a minute. "Oh, I don't mind

(Continued on page 38)

## Ohio Division Veterans Annual Banquet

By A. E. Erich, Secretary to Superintendent

ONE of the finest meetings ever held by the Ohio Division Veterans was that of January 13, when a banner year for the railroads was predicted and full employment for railworkers.

Superintendent Iams gave a brief but replete talk on "better times in 1923," unfolding a promise of plenty to employes, and pointed out the rapid increase of the steel business as a barometer of the nation's business.

G. W. Plumly, president of our Veterans, pointed out that this organization has no political interest, creed or religion—that it is not for one but for all and that the desire is to keep out every tendency toward bickering, its three fundamental ideas being sociability, friendship and brotherly love.

In a welcoming address, Mayor A. P. Minshall reiterated the belief expressed that the railroads and their employes would reap the profit of a recovery from the business depression of the past year.

Mrs. Frank Howard, of Newark, Ohio, who organized the Ladies' Auxiliary to the Veterans here last year, also made a brief talk urging all who were eligible to join the organization.

About 200 members and their guests attended the dinner which was served in the Elk's dining room. Tickets had been sold for 50 cents to those desiring dinner. The entertainment and dance afterwards being free. Seven high school girls acted as waitresses, and as each guest passed out of the dining room a silver offering

was taken for them, which, when divided, amounted to \$1.75 each.

W. ("Bill") L. Allison, district safety agent, was chairman of the entertainment committee, which also handled the dinner, and is thanked for his capable management.

The entertainment program which followed was highly entertaining and pleasing.

Master Fred and Anna Ottman deserved the applause they received for their efforts with the violin and piano.

The applause which greeted "Bert" Streitenberger when she made her appearance for a solo, showed her popularity.

Misses Eleanor and Dorothy Allison made a hit with the song "Homesick."

"Jack" Miller's feet just won't keep still. In his number "Jiggs" he was at his best.

Miss Laurabelle Davidson pleased the audience with her songs.

Mr. Harry West and sister Florence received deserved applause.

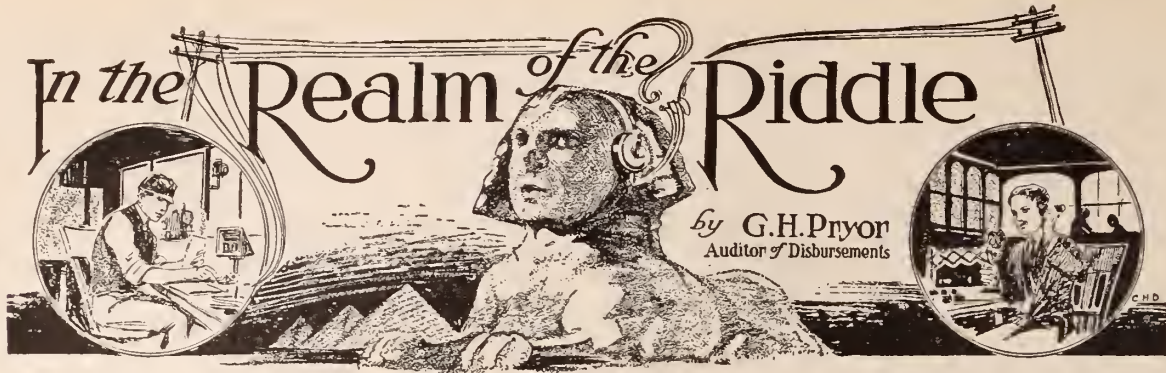
John Gallaher's splendid voice was at its best.

"Life's Little Jokes" by "Bill" Allison were interesting and amusing.

A word of appreciation to the Safety Department is in order for sending Mr. Gans with his magic and movie. The picture "Careless America" is a splendid lesson for all of us on the subject of grade crossings and reckless driving of motor cars.

The saddest looking veterans present were "Fred" Darding and "Dick" Schleyer, who were on duty at the ticket office and were entirely overlooked in the rush, with





## Note:

All puzzles published in this department will be defined, as far as possible, from the *New Standard Dictionary*, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the *New Standard Dictionary*, the name of such authority must be stated at the end of the definition, in parenthesis. Obsolete words will be marked at the end of the definition thus—"obs". Variant spellings of a word must be marked at the end of the definition thus—"var". Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

THE answers to the puzzles published in the December issue are:

1. The Baltimore and Ohio Railroad Company's Service

2. S  
P E T  
S A R E A  
M O N A R D A  
B A L T I M O R E

3. Scare-crow

4. R A I L R O A D  
T R A I L N E T  
E N T E N T E S  
G E N E R A L S  
S H A A R A I M  
T R I C K L E S  
S N A K E E E L  
S T E D D L E S

5. Lady-day-lad-ay

6. C A R  
C A M E L  
C A R A V A N  
A M A T I V E  
R E V I V E S  
L A V E R  
N E S

7.

V  
C A R  
M A D A M  
C A T E R A N  
V A D E M E C U M  
R A R E B I T  
M A C I S  
N U T  
M

8. Sleuth-hustle

9. P A S S E R  
A F L A M E  
S L A T E D  
S A T I R E  
E M E R G E  
R E D E E M

10. T E A T A B L E  
E A T A B L E  
A T A B L E  
T A B L E  
A B L E  
B L E  
L E  
E

11. Baltimore and Ohio

12. P H I L O S O P H E R  
E D U C A T I O N  
O M E T E P E  
P A R R Y  
N A O  
P

13. Car-nation

14. R A M B L E D  
A S A R O N E  
M A R A N T A  
B R A G G E D  
L O N G A N S  
E N T E N T E  
D E A D S E T

15.

T  
P U P  
P A R I S  
T U R R E T S  
P I E T Y  
S T Y  
S

CORRECT solutions to the December puzzles were received from the following:

Ben Franklin, S. T. Udent, N. Jineer, The Major, L. M. N. Terry, Atlas, Primrose, Pearlie Glen, J. F. Donovan, G. Hartman Pryor, Martelia, L. E. Phant, Comrade, Baltimore, Md., P. M. Pennington, Cumberland, Md.; Wick-o-cincy, Cincinnati, Ohio; Spica, Whitney Crossings, N. Y.; Tunste, Joaquin, C. Saw, St. Germaine, New York, N. Y.; Towhead, Lafayette, Ind.; Gee, Asheboro, N. C.; Ralph, E.

Stroudsburg, Pa.; Nanki Poo, Holyoke, Mass.; Mentor, Chicago, Ill.; Dan D. Lyon, New Florence, Pa.; Gemini, Poly, Brooklyn, N. Y.; K. T. Did, Nypho, E. R. Woodson, Washington, D. C.; G. G. Gantic, Hopeful, Molemi, St. Louis, Mo.; Delmonte, Richmond, Va.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Emeline, Fairbury, Neb.; Jack O' Lantern, T. Hinker, Bangor, Pa.; Alec Sander, Philadelphia, Pa.; Tom Crestmore, Johnstown, Pa.; Lateo, Hoboken, N. J.; Arty Ess, Scranton, Pa.; Kappa Kappa, Fargo, N. Dak.; Sherlock Holmes, Worthing, S. Dak.; Todd, Mulkeytown, Ill.; Winkie, Charleston, W. Va.; Kee Pon, Malden, Mass.; Arcanus, Eloise, Iowa City, Iowa; and Jemand, Wilmington, N. C.

## New Puzzles

I. ANAGRAM

YES! FORT CAN STICK!

I

Perchance an aggressor may land on our shore,

Seeking to strike at our country's foundation.

Then we would awake, for such acts we abhor,

To protect all our loved ones from war's devastation.

Then our cause would be just,

We will fight if we must,

And once we begin, we shall conquer, or "bust;"

"That the Star Spangled Banner most truly may wave,

O'er the land of the free, and the home of the brave."

II

To repel an invader we would heed the first call,

And we will fight for our homes with great desperation;

With heart and with hand, whate'er fate may befall,

We'll not shame those who fought in the youth of our nation.

And the Red Cross you'll see,

The Salvation Army,

Comfort and aid as we fight to be free;

"That the Star Spangled Banner continue to wave,

O'er the land of the free, and the home of the brave."



III

O ye patriot sons, O ye men of the land,  
 Be ye ever responsive to Freedom's  
 emotion;  
 As our fathers of old, will ye take a firm  
 stand,  
 Proclaiming its tenets from ocean to  
 ocean.

Shall we not be as brave,  
 As those heroes who gave,  
 Their blood that still calls from the depths  
 of the grave?  
 "That the Star Spangled Banner forever  
 may wave,  
 O'er the land of the free, and the home  
 of the brave."

Baltimore, Md. Atlas

2. PENTAGON

1—A letter,  
 2—To tire out,  
 3—A razor clam,  
 4—A pace with short steps,  
 5—Chief city of Maryland,  
 6—In poetry, Germany,  
 7—A midday meal,  
 8—Threefold,  
 9—A gold coin of the United States.  
 Philadelphia, Pa. Alec Sander

3. NUMERICAL

10-2-7-4 all feel  
 Upon the B. & O. Line,  
 5-9-6 no other road,  
 'Tis 3-8-5 and fine.  
 Perfect 8-11-1 rails,  
 5-8-4-1 the best,  
 TOTAL its motto reads,  
 But that you must have guessed.  
 TOTAL both day and night,  
 Each workman that must heed,  
 And after TOTAL you will find  
 Great comfort, ease and speed.  
 Whitney Crossings, N. Y. Spica

4. TRANSPOSITION (5)

There is a certain state,  
 Of consequence, I rate,  
 Its people are peculiar, in a way;  
 There you may tote a gat  
 Or a bowie, and all that,  
 For such diversion one never has to pay.  
 You may even sass a bigger  
 Man, if quicker on the trigger,  
 You may pay your debts or cancel them at  
 will,  
 Sit in a game of poker  
 And make the trump the joker,  
 Claim a miss if you happen not to fill.  
 With impunity, I say,  
 You may have things your own way;  
 You can drive away the sheriff with a "boo!"  
 But you never can get by  
 With this: so do not try—  
 You got to pay your PRIMAL down in  
 TWO!  
 Lafayette, Ind. Towhead

5. OCTAGON

(Defined from New International)  
 1—Tray (Obs.),

2—A curved mark used to indicate a  
 short vowel,  
 3—Journeys,  
 4—Rotate,  
 5—An awner,  
 6—Fairies,  
 7—Sore (Obs.).  
 Mulkeytown, Ill. Todd

6. TERMINAL DELETION (6)

It's not a PRIME you need most  
 When you go fishing for ALL  
 On the famed New England coast:  
 A boat will be better this fall.  
 Fargo, N. D. Kappa Kappa

7. SQUARE

1—The organ in animals by the muscular  
 contraction and dilation of which, the  
 blood is circulated through the arteries,  
 2—A small tree having a spongy pith  
 and bearing dark purple or red berries,  
 3—Unburnt brick, dried in the sun, used  
 for building in Central America and Mexico,  
 4—A set of words represented by pictures  
 of objects whose names resemble in sound  
 those words or the syllables of which they  
 are composed,  
 5—A braid or lock of hair.  
 Baltimore, Md. Grace M. Manning

8. CROSS WORD ENIGMA

(Cross words of six letters each)  
 The PRIMALS and FINALS form the  
 name of a monthly particularly interesting  
 to us.  
 1—A lively Spanish dance,  
 2—To join to,  
 3—A Chinese fruit-bearing tree,  
 4—The love-apple,  
 5—Feeble in body,  
 6—A variety of grape from which wine  
 can be made,  
 7—A Chinese black tea,  
 8—One of the coats of the eye,  
 9—The highest mountain peak in Europe,  
 10—A substance which neutralizes or  
 forms salts with acids,  
 11—Native carbonate of soda,  
 12—A narrow mountainous pass.  
 Cincinnati, Ohio. Wick-o-cincy

9. DIAMOND

1—A letter,  
 2—To cause to sit,  
 3—The plural of Sacrum,  
 4—A discourse read or pronounced on  
 any subject,  
 5—To have faith in,  
 6—Esthetics,  
 7—A letter.  
 Baltimore, Md. L. E. Phant

10. PYRAMID

(Defined by New International)  
 Across:  
 1—A letter,  
 2—A representation of the surface of the  
 earth,  
 3—A former Empire of Eastern Asia  
 annexed to Japan in 1910,  
 4—Returns,  
 5—Houses for fowls.  
 Down:  
 1—A letter,  
 2—The tone D,  
 3—To know (Scot),  
 4—Chloasma (Med),  
 5—A galloch,  
 6—A country in South America,  
 7—Siamese coins,  
 8—To see,  
 9—A letter.  
 Brooklyn, N. Y. Gemini

11. MUTATION

GOD'S WREN'S SING  
 Where we use these garments, I dare not say  
 For then I'd give the answer away;  
 But if you will these letters change,  
 The answer's easy to arrange.  
 Baltimore, Md. C. Lion

12. RHOMBOID REVERSED

(Defined by New International)  
 Across:  
 1—A sharp point,  
 2—A large net,  
 3—Society  
 4—A kind of black tea of fine flavor,  
 5—To unit by a tenon.

**Prizes**

The two prizes, each of six months' subscription to the Enigma for the best answers to the puzzles in December issue, were awarded to Ben Franklin (W. E. Frederick) and S. T. Udent (Miss M. E. Whitehill) who furnished the best lists of answers.

Two prizes, each of six months' subscription to the Enigma, the official organ of the National Puzzler's League, will be awarded for the two best lists of solutions to these puzzles.

The splendid offer of Senior Vice President Shriver of a "New Standard Dictionary" for the employe of the Baltimore and Ohio who does the best work in the Puzzle Department during the first six months of 1922, should encourage every member of the Puzzlers' Club to his or her best efforts. If you don't own or have never handled a New Standard Dictionary you cannot imagine what a wonderful storehouse of knowledge it is. While you will be making an effort for this valuable prize you will also be acquiring some additional knowledge and be getting a great deal of pleasure and mental relaxation. So, let's go!

To receive proper credit all lists of solutions must be in my hands by May 5; the answers and solvers list will be published in the June issue.



Down:

- 1—A letter,
- 2—Pea (Obs.),
- 3—Plural of man,
- 4—The opah,
- 5—Pennon (Obs.),
- 6—To domineer over,
- 7—Single,
- 8—(Archaic) Not,
- 9—A letter.

Worthing, S. D.                      Sherlock Holmes

### 13. CHARADE (8)

Bill Jones went sportin' with his ONE—  
He took her for a ride,  
When TWO! within that railway coach  
A famous man they spied.

Bill held her hand and kept her close,  
But soon she slipped a-THREE—  
And curtsied low before my WHOLE—  
A great railroader he.

Baltimore, Md.                      Aunt Mary

### 14. SQUARE

(Defined by New International)

- 1—To talk idly,
- 2—A glucoside found in Calamus root,
- 3—Penetrating with an auger,
- 4—A group of small islands in the Adriatic sea near Pola, noted for their marble quarries,
- 5—Linen (Obs.),
- 6—The machine that hauls the train.

New Florence, Pa.                      Helva Goodman

### 15. DIAMOND

- 1—A letter,
- 2—The present,
- 3—Promontories,
- 4—A colorless liquid obtained from petroleum,
- 5—The second year of the college course,
- 6—A village in Nemaha county, Kansas,
- 7—The coast,
- 8—A part of the verb "be,"
- 9—A letter.

Johnstown, Pa.                      Tom Crestmore

### Between You and Me

Some of the boys and girls have been claiming that the puzzles are getting too hard for them to solve so this month we present some real easy ones which we feel sure they can work out without any great mental strain.

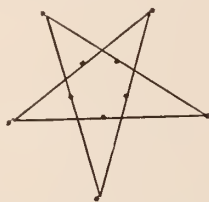
In No. 6 we present the first "Terminal deletion" published in this department. A terminal deletion is really a combination of a beheadment and a curtailment in that you cut off the first and last letters of the WHOLE in order to make the other word. In No. 6, "All" represents the complete word of six letters and by cutting off the first and last letters you will get "PRIME" which, of course, is a word of four letters. What these words are is intimated in the verse.

Dear, kindly Aunt Mary, who has done so much through this MAGAZINE for the entertainment of the little ones and who has furnished so much good advice to the

ladies of the Baltimore and Ohio family, makes her bow as a contributor to the puzzle department with No. 13 in this issue. Aunt Mary and I are not a bit superstitious about number 13 and I purposely gave her clever charade that number in the hope that it would bring me good luck by inducing her to submit further offerings.

Our puzzle bin is becoming sadly depleted. We want all sorts of puzzles but particularly want an assortment of flats. We can use beheadments, curtailments, cross words, deletions, transdeletions, charades; and a few pentagons, octagons, and hexagons, of the forms used in this department, will also be welcome. Get busy, you constructionists.

John Lindsay, Maintenance of Way Department, Connellsville, Pa., submits a rather unique mathematical problem. While it is not in line with the puzzles usually published in a department of this character we gladly submit it for the attention of the many who find pleasure in solving problems of this character. Here is the problem:



The idea is to place a number at each point of the star marked with a dot. These numbers must be such that when any three on a straight line are added together they will total 14; a second combination of numbers will total 16; another set 17, and still another set 19. But each of these combinations is a separate problem in itself. We will be very glad to have our readers submit their answers and due credit will be given in the June issue.

### The Funny Side of the Auxiliary Convention

(Continued from page 35)

that," he said, "in fact, I'm getting used to it."

Sister Garvey made it her business to inform the Veteran Brothers that, speaking collectively, there was a whole lot more gray hair among the menfolks than among the Sisters. An' right away they asked for the name of the hair restorer used by the sisters of the Auxiliary. 'Tis said that Brother Keane was ordered to purchase enough to supply the crowd.

"There aint no two people alike in this world," declared Brother Joe Covell. "For example, I've got twin daughters, an' they aint no more alike than nothin'. One of 'em's a regular fighter; the other will cry if you look at her. If it's that way with

twins, you know there's a lot more difference between you an' me."

A discussion come up about removin' wraps, hats, etc., in meetin'.

"Well," says Sister Lewis, "in larger cities it is customary—"

"Larger cities!" says Sister Wallburg, "Why there's nothing but large cities on the Baltimore and Ohio, an' the woman who can't take off her hat to the Baltimore an' Ohio, we want her to stay at home."

"Well," sings out Sister Gandy an' Sister Coxon, "While you're speakin' of larger cities, don't forget to mention Benwood an' McMechen."

"An' Lima, Ohio," concludes Sister Wallburg.

Sister Hodel: Can two Auxiliaries have the same name?

Sister President: "No."

Sister Helms: We named our Grafton Auxiliary the Charles W. Galloway Auxiliary, but since we aren't allowed to have twins, I guess we'll go back home an' re-name ourselves.

Sister President: The motion that we try not to be personal in our remarks has been carried.

Another Sister (under her breath): What a relief! I'm so glad now that nobody can say anything about my last winter's hat, even if she notices it.

Brothers Covell, Cox an' Egan made a pilgrimage to the shrine of the Ladies' Auxiliary. "Sisters," they said, "we're in trouble." "Brothers," said Sister Howard, "we'll help you out." (An' so they did, by passing the rule on "Who's Who," in the Auxiliary.) "It is a pleasure," says Brother Covell, "to meet these ladies who have the best husbands in the world." Was that a compliment to himself? Oh, well, he deserved it.

Sister Helm told of a jazz band composed of members of the Grafton Auxiliary, but she didn't name the instruments on which they played. "Accordions and jewsharps," I reckon, declared another sister. "Visit us and see," invited Sister Helm.

Grand Vice President Sister Garvey, on being re-elected, said: "Sisters, I thank you. You know that the Baltimore and Ohio has massive locomotives, splendid coaches, and fine dining cars, but none of them would be any good without the little coupler between them. That's my job; I'm the coupler." Then came a voice from the rear of the room. "Sister Garvey, I'm a widow. Do you reckon you could couple me with some nice Veteran who's looking for a good housekeeper?"

Sister Hodel, on being re-elected to position of grand chaplain, said: "I'll keep on praying as best I know how, and I'll remember you in my prayers." "Sister Hodel," said Sister Howard, "we appreciate your stand, and if at any time you forget your prayers, we'll get another preacher."



Sister Allgire, on being re-elected Grand Marshall, said: "I guess they think I can put 'em out better than anybody else."

Sister Hopper, on being re-elected to position of Grand Outer Guard, said: "Sisters, I'll do the best I can. Just now I'm on a diet, but before the end of the year, I hope to be back on my regular feed, and I'll guarantee that nobody shall get past that door."

Sister Secretary: I move that we adjourn.

Sister President: Will you kindly defer your motion for just a minute?

Sister Secretary: I'll be glad to defer it, but oh, I'm so hungry that I'm sure I'll never look the same.

On the trip to the Sugar Refinery, Sister Holmes entertained the party with a story:

"I was gettin' to be quite an old maid," says she, "when I met this nice lookin' widower with three children. Then, thinkin' my chances for gettin' married was growin' pretty slim, I said 'Yes' as soon as he asked me. As soon as we were married, we followed the lead of the children an' began callin' each other 'Mamma' an' 'Papa,' never thinkin' of our first names at all.

"One day, about ten years later, when we was ridin' along in a street car, I happened to look out of the window to read something on a signboard about William McKinley.

"'William,' said I, 'William, William. Why, Papa, that's your first name isn't it?'"

"'Mamma,' said he, 'If ever I felt like slappin' you in the face, it's now. To think you've been married to me for ten years and don't know my first name yet!'"

## The Death of Dr. Enos J. Hughes

By W. A. Ball

Assistant to Superintendent  
Relief Department

THE death of Dr. Enos J. Hughes, medical examiner for the Relief Department at Chicago, Illinois, on March 2, 1923, marks the passing of a modern Abou-ben-Adhem. He was veritably a friend to every man, earning that enviable distinction by unselfish service and endearing sympathy for his fellows.

With the loyalty, zeal and rectitude which characterize men of high degree, he strove earnestly and constantly to serve his Company and its employes. No deserving person lacked a champion if he enlisted the services of Dr. Hughes; no righteous cause languished unsettled if brought to his attention; no afflicted employe became grievously or permanently incapacitated by disease or injury, so far as it lay in the power of the Doctor to co-operate with nature in measures promoting rehabilitation; no superannuated workman sacrificed his highly prized intimate relationship with the Company, if fortune cast

his lot among those who came under the jurisdiction of Dr. Hughes; and last, but not least of all, no worthy dependent of a deceased employe ever had a more ardent and faithful protector and advocate than Dr. Hughes.

All of these priceless services to his fellow-men were rendered with that modesty and self-denial which we recognize as the most laudable qualities and enviable attributes of a real man.

The activities of the Relief Department on the Chicago Division reflect the personality and skillful guidance of Dr. Hughes during the past 36 years. It is not fulsome praise to say that few men so worthily merit commendation for the administration of the Department's welfare work among the Company's employes—Dr. Hughes was more than an official representative; he was familiarly and affectionately regarded as "the Relief Department" on the Chicago Division.

With Spartan resignation and fortitude, he calmly bore in silence the physical pain and mental anguish of an incurable organic affection; and despite his accurate professional knowledge that an early and abrupt termination of his life impended, those near and dear to him were never permitted to learn of his precarious condition. This self-sacrificing solicitude for others is a noteworthy manifestation of his nobility of character.

The most enduring memorial is to live in the hearts and memories of those who remain behind, and to have them gratefully testify that we have not lived in vain. We, who knew him, loved him, and witnessed his devotion to the welfare of humanity, seek hereby to express our poignant regret that he has gone to that "country, from whose bourne no traveler returns."

Dr. Hughes was born at South Charleston, Ohio, on September 2, 1855, received the degree of doctor of medicine from the

University of Michigan, and entered our service as a medical examiner for the Relief Department, on June 16, 1887, continuing therein up to the date of his death. He died at his home in Chicago, Illinois, on March 2, 1923, and was buried at Newark, Ohio, on March 5. He leaves surviving him, a widow, Mrs. Mary M. Hughes.

## The Death of John Hair

THE many friends which he made during his long career with the Baltimore and Ohio will deeply regret the death of John Hair, in Pittsburgh on the afternoon of March 4. Mr. Hair was operated on in a Pittsburgh hospital about two months ago and was doing well. In fact he was up and around the hospital and had expected to leave it shortly to spend the balance of the winter in Florida, when a turn for the worse, coming on the afternoon of March 3, resulted fatally. He was buried at his old home at Pana, Illinois.

Mr. Hair started as machinist apprentice at Pana, Ill., and went up through the grades of machinist, machine shop foreman, assistant general foreman, master mechanic, to the position of superintendent of Motive Power in 1903. In 1912, he was made the representative of the Motive Power Department on the General Safety Committee and in 1918 resumed his work with the Motive Power Department as a special engineer.

## M. W. Jones Practices as Well as He Preaches

FOR years there has been no more valuable and interested a correspondent of the MAGAZINE than M. W. Jones, secretary to superintendent, Weston, W. Va. He is always on the job, knows what to write about and how. Now, however, we present him not in the role of a scribe, but in that of an actor, the following being an exact copy of a letter received at the MAGAZINE office, which, when looked into, developed as the character in the leading role, none other than our good friend from Weston.

Grafton, January 10, 1923

Editor  
Baltimore and Ohio Magazine

On January 7 I was a passenger on train 12 out of Clarksburg in the New York sleeping car. The car was full and there was a lady, heavily built, probably about 40 years old. She had an upper berth, and asked the conductor if she could not get a lower, as it made her sick to climb up. He said he was sorry they were all taken. A Mr. Jones, who said he was from the Baltimore and Ohio office at Weston, heard the conversation, and at once stepped up saying that he had a lower and would gladly exchange to give the lady the preference. This was arranged and on the lady going to thank him he remarked that he was very glad to do anything he could to assist the patrons of his company. You will probably never hear of this from him, so I wanted to tell you why an outsider thinks the service of the Baltimore and Ohio is made popular.

An Observer,



The late Dr. Enos J. Hughes



STOP THAT LEAK!

STOP THAT LEAK!

STOP THAT LEAK

## Accurate Weights Insure Correct Freight Charges

Gains in Revenue from Check Weighing and Revising Classification of Inbound and Transfer L. C. L Freight, December, 1922

## EASTERN LINES

STATION	AMOUNT
Allegheny, Pa. ....	\$74.97
Belington, W. Va. ....	39.01
Bellaire, Ohio. ....	27.75
Belleville, W. Va. ....	1.10
Boswell, Pa. ....	2.30
Bower, W. Va. ....	5.25
Brunswick Transfer, Md. ....	1262.30
Buckhannon, W. Va. ....	6.77
Burnsville, W. Va. ....	29.33
Butler, Pa. ....	73.99
Camden Station, Md. ....	147.62
Cheat Haven, Pa. ....	41.69
Clarksburg, W. Va. ....	129.41
Claysville, Pa. ....	2.66
Clendennin, W. Va. ....	9.45
Confluence, Pa. ....	1.02
Connellsville, Pa. ....	19.10
Cowen, W. Va. ....	7.68
Cumberland, Md. ....	45.72
Erbacon, W. Va. ....	5.14
Fairchance, Pa. ....	12.38
Fairmont, W. Va. ....	62.80
Frenchton, W. Va. ....	5.94
Gassaway, W. Va. ....	10.70
Georgetown, D. C. ....	3.16
Gilmer, W. Va. ....	1.42
Hagerstown, Md. ....	1.42
Harpers Ferry, W. Va. ....	1.49
Heaters, W. Va. ....	11.91
Holsopple, Pa. ....	4.54
Huntington, W. Va. ....	71.03
Independence, W. Va. ....	1.49
Johnstown, Pa. ....	5.80
Laurel, Md. ....	2.70
Letart, W. Va. ....	1.45
Lost Creek, W. Va. ....	9.05
Martinsburg, W. Va. ....	19.33
Martins Ferry, Ohio. ....	23.09
Maynard, Ohio. ....	5.77
Meyersdale, Pa. ....	5.69
Middletown, Va. ....	1.37
Moatsville, W. Va. ....	2.27
Moorefield, W. Va. ....	1.60
Moundsville, W. Va. ....	41.53
Pier No. 21, E. R., N. Y. ....	1.85
Oakland, Md. ....	9.42
Parkersburg, W. Va. ....	188.30
Philippi, W. Va. ....	2.98
Piedmont, W. Va. ....	39.14
Pittsburgh, Pa. ....	209.46
Richwood, W. Va. ....	9.68
Rockville, Md. ....	1.24
Rockwood, Pa. ....	2.01
Romney, W. Va. ....	5.86
Sistersville, W. Va. ....	11.75
Somerfield, Pa. ....	1.17
Somerset, Pa. ....	6.06
Spencer, W. Va. ....	13.77
Sutton, W. Va. ....	2.63

## EASTERN LINES—Con.

STATION	AMOUNT
Tunnelton, W. Va. ....	3.21
Uniontown, D. C. ....	6.49
Ursina, Pa. ....	1.04
Washington, D. C. ....	8.74
Washington, Pa. ....	17.06
Weston, W. Va. ....	95.03
Wheeling, W. Va. ....	100.76
Wilmington, Del. ....	29.42
Wilsonburg, W. Va. ....	5.76
Miscellaneous. ....	*14.57
TOTAL. ....	\$3,027.59

## WESTERN LINES

Akron, Ohio. ....	\$30.73
Aurora, Ind. ....	2.06
Barberton, Ohio. ....	4.95
Beardstown, Ill. ....	1.91
Blanchester, Ohio. ....	1.37
Carton, Ohio. ....	23.75
Chicago, Ill. ....	597.86
Chillicothe, Ohio. ....	1.03
Cincinnati, Brighton. ....	45.12
Kenyon Ave. ....	305.94
Norwood. ....	15.51
Smith St. ....	603.29
Cleveland, Ohio. ....	120.70
Columbus, Ohio. ....	454.74
Dayton, Ohio. ....	120.11
Dover, Ohio. ....	3.26
East St. Louis, Ill. ....	217.20
Elyria, Ohio. ....	47.27
Lawrenceville, Ind. ....	1.84
Lima, Ohio. ....	25.10
Lorain, Ohio. ....	7.66
Louisville, Ky. ....	52.61
Mansfield, Ohio. ....	30.07
Marietta, Ohio. ....	25.92
Massillon, Ohio. ....	6.50
Newark, Ohio. ....	1.10
New Castle, Pa. ....	6.89
New Philadelphia, Ohio. ....	1.25
North Vernon, Ind. ....	5.91
Painesville, Ohio. ....	4.49
Portsmouth, Ohio. ....	8.54
Toledo, Ohio. ....	52.87
Willard, Ohio. ....	45.99
Youngstown, Ohio. ....	18.67
Miscellaneous. ....	*1.97
TOTAL. ....	\$2,893.28
Total Eastern Lines. ....	\$3,027.56
Total Western Lines. ....	2,893.28
GRAND TOTAL. ....	\$5,920.87

\*Various stations showing increases in revenue less than one dollar.

A. E. DAY, Chief of Weighing Bureau, Transportation Department



# Weighing Bureau Led Winning Fight to "Stop That Leak" in 1922

But It Was the Cooperation of Many Transportation Forces that Brought Success!

By A. E. Day, Chief of Weighing Bureau, Transportation Department

I WISH to express the thanks of the Weighing Bureau, Transportation Department, to each agent and his freight station office and platform forces—to each yardmaster, his yard clerks and weighmasters—for the splendid cooperation they gave during 1922 in our campaign to check-weigh inbound and transfer less carload freight, and carload freight received from connecting lines. By this our revenue was increased:

### L. C. L. Freight

	Western Lines	Eastern Lines	Total
January.....	\$2,646.17	\$503.34	\$3,149.51
February.....	2,381.58	1,014.09	3,395.67
March.....	2,093.14	1,115.47	3,208.61
April.....	2,513.24	1,917.37	4,430.61
May.....	2,485.56	1,842.61	4,328.17
June.....	3,442.69	4,089.58	7,532.27
July.....	2,211.46	2,547.12	4,758.58
August.....	2,070.69	2,620.40	4,691.09
September.....	2,167.12	2,563.89	4,731.01
October.....	2,526.72	2,486.60	5,013.32
November.....	2,507.16	1,933.28	4,440.44
December.....	2,884.74	3,036.13	5,920.87
<b>Totals.....</b>	<b>\$29,938.81</b>	<b>\$25,661.34</b>	<b>\$55,600.15</b>

### Carload Freight

	Number of Cars	Increase in Revenue
January.....	53	\$764.41
February.....	172	1,746.34
March.....	214	1,912.44
April.....	375	1,804.06
May.....	195	1,468.76
June.....	195	1,350.03
July.....	140	1,597.58
August.....	145	917.69
September.....	52	645.65
October.....	43	583.26
November.....	42	760.74
December.....	34	608.64
<b>Totals.....</b>	<b>1660</b>	<b>\$14,159.60</b>

The amount of bills rendered against foreign railroads for light-weighing and restencilling cars of their ownership was.....\$16,512.85

The amount of bills rendered against foreign railroads for performing weighing service (under Car Service Rule 17 in effect January 1 to June 30, 1922) on cars received from them, the waybills for which did not show that authorized weights had been used..... \$2,358.00

Total..... (Real American Dollars).....\$88,630.60

Total amount of claims handled by Bureau in which questions of weight were involved, \$18,023.93, of which was declined.....\$12,073.82

### Relation of Pounds to Dollars

My observation is that many of us fail to appreciate the *Relation of Pounds to Dollars* and notwithstanding precautions taken by Accounting and Traffic Officials at great expense, to see that correct rates are applied to all shipments of freight, through—shall I say "oversight"—on the part of employes at the scale to see that the full weight is used, the effort and expense to see that correct rates are applied may be wasted by the thoughtless man at the scale. *Ring up at Scale the Full Weight* on which revenue is based.

1923

If employes who have helped in the commendable work of check-weighing and revising classification of inbound and transfer less carload shipments will continue their cooperation, and others will follow their example, it is thought even greater increases in revenue will be shown.

Because of abnormal conditions prevailing in 1922 check-weighing carload freight was not urged, as it meant switching cars over scales in congested classification yards. But it is hoped that more of this commendable work will be done in 1923, as in 1922 a total of 1660 cars received from connections checked short in weight and freight charges to the extent of \$14,159.60, an average of \$8.53 per car. This emphasizes the need to check-weigh more carload freight, particularly cars received from connections when waybills do not show definitely that authorized weights have been used.

IT PAYS TO WEIGH





# Women's Department

Edited by Margaret Talbot Stevens.



## My Home, My Neighbor and the Golden Rule

By Mrs. J. R. Easton, Wooster, Ohio

**M**Y first duty in my home is to make my home comfortable and cheerful for the members of my family—so cheerful that "loafing places" will have no claim on them. My second duty is to be a real good mother and wife to my four-year old boy and my husband.

My son is at the age when he requires careful training and patient teaching so that he may grow up in the right way in this wonderful world of which we are a part. Whether a child will be lovable or whether he will bring shame upon himself depends largely upon his surroundings and his early training.

It is my aim to please my little son in every way possible, but he, at the same time, must learn to respect and obey his parents. It is an injustice to the children themselves to allow them to have their way in everything. It teaches them to become unbearable and selfish. Selfishness, in my estimation, is one of the worst traits and every means should be used to overcome it. This is the first principle to work on in training our children. My second is to guard him against telling falsehoods. Showing the children the evils and troubles resulting from these two traits marks the most important steps to be taken.

Another source of help to the mother is the church and its Sunday school. Teach the child that in this, as in all things, we ought to do our best and never neglect an opportunity for doing good. To succeed in the best way it is necessary to lead a Christian life. Whether we be called upon to teach, to pray, or to listen, we should do our best. Sometimes we feel that we cannot perform our duties; even so, we can try, and if we place our whole trust in Him who hath created all things, we shall be able to accomplish something worth while.

We can bring much happiness into the hearts of those who suffer from illness; we can take them flowers, fruits and magazines; we can write letters for them and do them many little acts of good service.

The Sunday school class of which I am a member makes a special effort to take

something to those who are afflicted. The members of the class give a social each month. These socials are held in our own homes. We ask the young ladies who do not attend Sunday school to come to these socials and use this as one of the methods to increase our membership. People usually give poor excuses for not attending church and Sunday school. Mothers and fathers especially should attend their church duties and thus set the example to their children, as well as to their neighbors, in leading a Christian life.

### An Idea for the Ladies' Auxiliary

*The Drill Used by the Daniel Willard (Pittsburgh) Chapter*

By Mrs. H. K. Daugherty

Widow of the Late Conductor H. K. Daugherty, Pittsburgh, Pa.

**I** SHALL describe, as best I can, the drill which we use at our Auxiliary meetings.

We have two doors leading into our lodge rooms. At the recent meeting we used twelve women for the drill; we could have used more, for the greater the number the prettier the drill. We had two leaders, the wife of an engineer and myself. The leaders came in through the two doors respectively, the two lines following, marched forward, and met in front of the Vice President's station, then marched down the center of the room to within about five feet of the President's station.

Taking two steps to the side (one step at a time), we turned and faced each other. That gave us more room between lines. In this position we raised our flags to form an arch through which Brother Ben Rush escorted the visiting officers from the Grand Lodge, Brothers Garvey, Wardley and Harrigan, our own past president, Brother Cox, and our new president, Brother Reed. The introductions were made and we marched to the president's station, straight across to the corner of

the room, crossing lines in the middle of the room, each line passing out of the door opposite to that in which it entered.

The crossing in the center was done alternately; that is, when we met, Mrs. Norris, the leader of the opposite line, crossed over to our side of the room, and I crossed behind her over to their side. Then the second lady on her side, and the second on my side, and so on. The accompanying sketch will show the positions in the march.

Through the courtesy of Master Carpenter H. L. Faney, Baltimore and Ohio flags from the storeroom were put on sticks to be used for the occasion. In the drill we used red, white, green and blue flags.

We all enjoyed it, and our grand officers were pleased.

Those of us who attended the Grand Lodge Convention in Baltimore derived much benefit therefrom, and after hearing President Willard give us such a nice talk, we are more proud than ever that we named our Auxiliary for him.

### Household Hints

By Mrs. H. P. Grimsley

Wife of Geological Engineer Grimsley

**I**NTO the pot in which the ham is boiling, place from a half cup to a cup of vinegar and a handful of whole, mixed spices. This will improve the flavor of the ham wonderfully.

Never iron Turkish towels. Just give them a good shaking and fold them away. The loops will stand up well and the

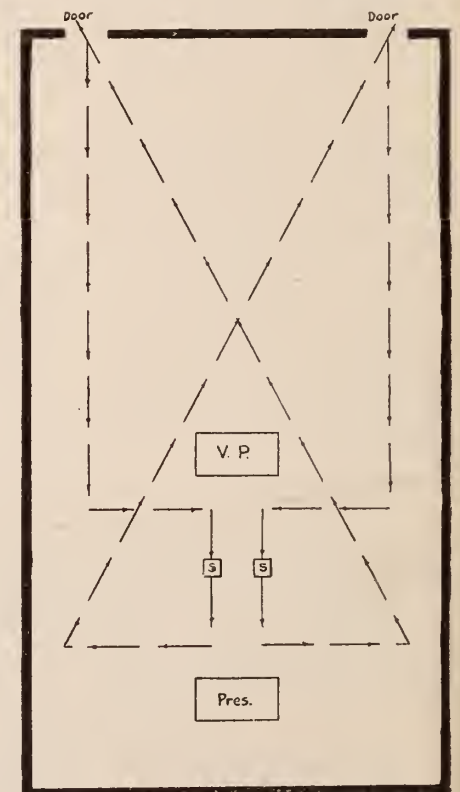


Diagram of line of march used by the Pittsburgh Chapter of the Ladies' Auxiliary to the Veterans. "V. P." signifies the vice president's station; "S" shows where the lines halt and form an archway with flags, under which officers and visitors march



towels will have the nice, sweet odor of fresh air.

When taking down your draperies in the spring, roll them on large rolls made of newspapers, instead of folding them. They will come out flat when you want them next fall.

The well-managed household always has an account system. Keep a pencil and notebook handy and put down all of the money you spend. Compare your weekly and monthly allowances. Account for everything each day and you will see where your money goes.

### Simple, Practical and Healthful Foods

"Do you know," said Mrs. Irving, librarian at Mt. Royal Station, the other day, "that nine-tenths of the recipes given in the current magazines are bosh. They're not meant for railroad folk. They're not fit for railroad folk to put into their stomachs.

"I saw a recipe yesterday for lobster salad. Now lobster salad requires very little beside the splendid, fresh lobster meat, a bit of mayonnaise dressing, and there you are! But this recipe had everything under the sun in it, and by the time I got through reading it, I couldn't see where there would be a taste of the lobster left.

"What railroad people want to eat are plain, substantial foods like hominy and bean soup. You can get hominy grits from your grocer for two and a half cents a pound, think of it! Boil the water, sift in the grits, proceeding the same way as in making boiled mush. When the mixture has thickened, set it on the back of the stove to let the grains swell thoroughly. Pack in a square baking pan. When cold, cut off slices and fry.

"And who knows of a more wholesome, all-around family dish than good, old fashioned bean soup? It makes a fine winter food; it's good for everybody from Grandmother down to the little folk, and there's nothing better for the youngsters when they come home from school as hungry as little bears.

"For the recipe, take one quart of good pea beans (which, by the way, are quite inexpensive when you consider their food value), and soak them over night. In the morning have ready a piece of shin and a marrow bone. Put the meat, bone and beans into a pot with cold water and a bunch of soup herbs. (The herbs must be tied well together, for they are to be removed later.) Add one tablespoonful of salt and half a teaspoonful of pepper, two little carrots or one big one, scraped and sliced. Simmer for four or five hours. Good bean soup must be well cooked, the longer and slower the process, the better the soup will be. Remove the herbs, and when ready to serve, add a teaspoonful of fine parsley. A dish for a king!"

## Minna Had a Good Time Making This Dress

IT was a pleasure to make this little dress for our Women's Department," said Miss Minna Ruppertsberger, service record clerk in the Office of the Employment and Record Bureau, whose picture is shown here in the frock that she made. Yes, she did the embroidering, too, and made every bit of the dress herself. She found it interesting work, for the pattern is simple. This pattern was among the group shown in our February issue of the MAGAZINE.

Five yards of pongee made the dress, with one yard of material for lining. The embroidery is done in jade silk, and the panels are lined with jade. In the pattern itself the panels are not separate from the skirt, but, as Millie says, flying panels are so much more attractive, so she made the skirt plain and the panels separate. The embroidery pattern does not come with the dress pattern, but she found a pretty one in a shop; it was so interesting to embroider that she decided that instead of making just one design in the corner of the panel she would make a border of the design. You may see for yourselves how pretty this is.

The number of the pattern is 4257. It may be had by sending 12 cents in stamps to The Fashion Woman, Baltimore and Ohio Magazine, Mt. Royal Station. Use the pattern order blank on the fashion page, or, if you would rather not clip your MAGAZINE, use a piece of paper, but be sure to write your name and address in full, together with the number and size of the pattern required, enclosing 12 cents in stamps for each pattern ordered.

It is a sign that the world is all right after all when we find girls like Miss Ruppertsberger who do practically all of their own sewing. Between work at the office and duties at home there is not much time to spend in sewing, and the girl who devotes her spare time to this occupation is to be commended.

Miss Ruppertsberger has been with the Baltimore and Ohio a little less than two years.

(NOTE: We should be glad to hear from some of our Baltimore and Ohio women who keep a household budget system. This, by the way, would make a fine subject for our Women's Contest this year.—Associate Editor)



Miss Minna Ruppertsberger, wearing the pretty dress which she made from Our Magazine pattern No. 4257. She did not have to cut a quarter of an inch off the pattern to make it fit. The blouse is separate and can be worn with a separate skirt. The skirt and the waist lining are in one piece, the lining opening in the back. The design was embroidered in outline stitch in jade sunglow floss, 14 skeins at 5 cents per skein. The price of the dress pattern is 12 cents in stamps. It comes in sizes 16, 18, and 20 years. Use the coupon when ordering



# What the Fashion Woman Finds for Our Spring Wardrobes

By Peggy

JUST when we are in the midst of brushing up our old winter coat for the 'steenth time and wondering how much longer it will last, along comes a letter from the Fashion Woman who lives in New York, together with a goodly bunch of the nicest and most practical patterns we ever saw. As soon as you have looked them over, I know that you will think so, too. I must begin right now to tell you what the Fashion Woman says about the new spring styles.

First of all, she says that there is much beauty about all of the new patterns, and that there are many of them from which to choose. There is the three-piece costume which still holds its own. There are the pretty blousey jackets, which end in a belt below the waistline. These are worn with a skirt of the same or of contrasting material. This short jacket promises to be very popular, particularly for the slender person. A nice trimming for this jacket is of bright embroideries or of stitching in colors which contrast with that of the jacket. Light and dark blue velours make lovely jacket suits for springtime.

A simple dress is made of crepe romaine. Its only trimming is formed of tiny puffed bands of the same material. The bodice is finished with a boat neck and shows tiny lengthwise tucks in yoke effect.

Taffeta will be used extensively in spring frocks. Tan crepe and brown-satin crepe are combined to make a smart frock with draped overskirt and kimono-sleeved overblouse.

There are all kinds of sleeves to be dealt with during the coming season. The tight sleeves show ruffles, bias flounces, puffs, and gauntlets of lace. The full length, open sleeves show underfacings of contrasting colors. One of brown flat

crepe has an underfacing of tan; one of dark blue has a facing of French blue, and still another of navy has a facing of bright cherry. Jade also makes a pretty facing for dark blue or black and it carries with it such a springlike air. Sleeves may be wide or close fitting, with flared cuffs coming well over the hands. Those who remember the old leg o' mutton sleeves will be surprised to learn that these are also seen among the season's latest.

For business, the practical "jumper" dress holds its own. Almost any kind of a blouse may be worn with it, but the little blouse of a contrasting color with cuffed sleeves and round flat collar is particularly suitable. With this combination you have a chance to display your pretty little



4296



4288

knitted ties which have become so popular during the past few months. Brother's or Father's discarded ties now may be made over for Sister and Mother. Wash them and turn them on the wrong side, face with a scrap of silk, and there you are!

Printed materials are prominent among the new fabrics. Already we find in the stores great stacks of prints, pretty and inexpensive. In the cotton materials, which are particularly popular, we find flowered designs, embroidered stripes and blocks.

## Playtime for Doris

4285. Linen, chambray, flannel or chintz



4285

could be used for this model. A simple finish of stitching or stitchery, or a binding in contrasting color, would be very pleasing.

The Pattern is cut in three Sizes: 2, 4 and 6 years. A four year size requires 2 $\frac{3}{8}$  yards of 36-inch material. Price 12 cents.

## A Pretty Frock for the Growing Girl

4288. Blue wool jersey embroidered in colors, or green taffeta with pipings and vest of pongee in a natural shade will be pretty for this model.

The Pattern is cut in three Sizes: 12, 14 and 16 years. A 14 year size requires 3 $\frac{5}{8}$  yards of 36-inch material. Price, 12 cents.

## When Marie Goes to School

4296. Plaid suiting was chosen for this model, with white wool jersey for collar and cuffs. One could use jersey, serge or wash materials for the entire dress. The sleeve may be in wrist or elbow length.

The Pattern is cut in four Sizes: 8, 10, 12 and 14 years. A 12 year size requires 4 yards of 32-inch material. For collar and cuffs of contrasting material  $\frac{5}{8}$  yard is required. Price, 12 cents.

## Neat and Serviceable

4269. Chambray and gingham, or serge and checked or plaid suiting could be combined for this model. It portrays a style becoming to slender and mature figures.

The Pattern is cut in seven Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 2 $\frac{1}{2}$  yards of 36-inch material for the waist, and 2 $\frac{3}{8}$  yards for the skirt. The width at the foot is 2 $\frac{3}{8}$  yards. Price, 12 cents.





A Practical Apron

4268. Gingham was selected for this design, with white bias banding for a finish. Satcen, cretonne, chintz or crepe could be used with stitching or braid for trimming.

The Pattern is cut in four Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 3¾ yards of 36-inch material. Price, 12 cents.

The Ever Useful "Middy"

4294. No school girl's wardrobe is complete without several middy blouses, and no garment is quite as comfortable. In drill, Indian head, flannel, khaki, linen and silk, this style will be very pleasing. The blouse may be finished with straight lower edge, or with the now so popular "hip band." The plaited skirt is to be finished with a band or joined to an under waist.

The Pattern is cut in five Sizes: 4, 6, 8, 10 and 12 years. A 10-year size requires 2½ yards for the blouse, and 1¾ yard for the skirt, of 36-inch material. Price 12 cents.

Freshness for the Spring Morning

4270. Checked gingham in brown and white is here illustrated. It is trimmed with white pique. Figured voile or percale will also be good for this model. Taffeta or tub silk would be very pleasing, with stitching or embroidery for trimming.

The Pattern is cut in six Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure.

A 38-inch size requires 5¼ yards of 32-inch material. The width of the skirt at the foot is 2½ yards. To trim as illustrated requires ¾ yard of 36-inch material. Price, 12 cents.

Around the Kitchen

4276. Figured percale in blue and white, with banding of black bias tape, is here shown. This is a good model for gingham,



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The Fashion Woman  
 Baltimore and Ohio Magazine  
 Mt. Royal Station  
 Baltimore, Maryland

Please send to the following address the patterns listed below. I enclose 12 cents (stamps, check, or money order) for each pattern or Book of Fashions.

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proportions. The fulness is placed to avoid simulating width, and the vest and lines of the tunic give an appearance of length to the form. Crepe and silk braid are here combined.

The Pattern is cut in seven Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires 6¾ yards of 40-inch material. The width of the skirt at the foot is about 2 yards. Price, 12 cents.

A Pretty "Sunday" Dress

4272. Blue broadcloth, braided with



rubberized cloth, linen, crepe or satcen. The Pattern is cut in four Sizes: Small, Medium, Large and Extra Large. A Medium size requires 2¾ yards of 36-inch material. Price, 12 cents.

Slender or Stout, You'll Like This Dress

4027. Here is a model with lines that will tend to slenderize the woman of ample



black soutache would be good for this model. The style is also attractive for velvet, Canton crepe and taffeta.

The Pattern is cut in seven Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size will require  $3\frac{7}{8}$  yards of 54-inch material. The width at the foot is three yards. Price, 12 cents.

#### A Nice Little Frock for Business

4292. This style is very appropriate for slender figures, and will develop well in serge, broadcloth, kasha or crepe. It is also good for linen and other wash materials.

The Pattern is cut in three Sizes: 16, 18 and 20 years. An 18-year size will require  $4\frac{1}{4}$  yards of 54-inch material. The width at the foot with plaits extended is  $3\frac{3}{4}$  yards. Price, 12 cents.

#### When Alice "Dresses Up"

4298. Here is a very charming model suitable for any of the pretty materials now in vogue. One may have the dress with or without the puff sleeves. Dotted net with ruffles of satin ribbon is here shown. Crepe and crepe de chine, also figured voile and batiste, are good for this design.

The Pattern is cut in four Sizes: 8, 10, 12 and 14 years. A 12-year size requires  $3\frac{1}{4}$  yards of 40-inch material. Price, 12 cents.

#### An Outfit for Little Jean

4283. This comprises a neat yoke dress that may be finished with or without the ruffle, and a petticoat and comfortable drawers. One may use voile, lawn, batiste or crepe for the dress and cambric or nainsook for petticoat and drawers. It will require  $1\frac{5}{8}$  yard for the Dress,  $\frac{5}{8}$  yard for the Drawers, and  $1\frac{1}{8}$  yard for the Petticoat, of 36-inch material for a 2-year size.

The Pattern is cut in four Sizes: six months to one year, 2, 3, and 4 years. Price, 12 cents.

#### Marjorie's Birthday Party Frock

4289. This pleasing model is good for voile, batiste, silk or crepe. Picot edging, piping or binding will form a suitable finish. The front panel could be embroidered. The model is also pleasing in organdy or dotted Swiss.

The Pattern is cut in four Sizes: 4, 6, 8 and 10 years. A 6-year size requires  $2\frac{5}{8}$  yards of 36-inch material. Price, 12 cents.

#### When Father Works in the Garden

3933. A practical model for overalls quite simple in construction, is shown in this illustration. They will be found just the thing for farmers, painters, and gardeners, in their work or for any occupation that requires protection for the clothing. Jean or denim is the material most in use for garments of this kind, but duck, holland and drilling can also be used.

The Pattern is cut in four Sizes: 32, 36, 40 and 44 inches waist measure. The medium size requires  $3\frac{1}{2}$  yards of 36-inch material. Price, 12 cents.

#### Brother Will Like This "Comfy" Suit

4293. Wood jersey, serge, khaki, linen, drill and gingham are suitable for this style. One could have the blouse of linen or madras and the knickerbockers of cloth or khaki. Corduroy too is an excellent material for the trousers.

The Pattern is cut in five Sizes: 6, 8, 10, 12 and 14 years. A 10-year size requires  $1\frac{7}{8}$  yard for the blouse and  $1\frac{3}{8}$  yard for the knickerbockers, of 36-inch material. Price, 12 cents.



### Johnny's Stomach—And Some Things to Fill It

By Mrs. Lindsay Van Horn  
Martinsburg, West Virginia

What's the matter, "Stummick,"  
Aint I always been your friend?  
Aint I always been your partner?  
All my pennies don't I spend  
In gettin' nice things for you?  
Don't I give you pie and cake?  
Say, what's the matter, Stummick,  
That you had to go and ache?

Just yesterday I filled you  
With chicken, bread and corn,  
You had more fruit and candy  
Than since you have been born;  
I gave you pie and apples,  
And lots of chocolate cake—  
Say, what's the matter, Stummick,  
You had to go and ache?

Say, what's the matter with you?  
Aint you satisfied at all?  
I gave you all you wanted;  
You was hard jes' like a ball.  
You couldn't hold another bit  
Of puddin', yet, last night  
You ached most awful, Stummick—  
You ain't treatin' me jest right.

I've always been your friend; now why  
Aint you a friend o' mine?  
They went AND GAVE ME CASTOR OIL  
Because you made me whine.  
Yes, I'm feelin' fine this mornin',  
I'm all right now, that's true,  
But Stummick, you don't 'preciate  
The things I do for you!

And now, having cured Johnny of the "stummick" ache, we shall proceed to tell you how to make some appetizing dishes which, if eaten in moderation, are guaranteed not to cause such trouble.

#### Lemon Butter

Three cupfuls sugar, whites of three eggs and yolk of one, and one-half cupful butter. Beat all well together. Grate into this the yellow part of the rinds of four lemons and squeeze in the juice. Cook in a double boiler for 20 minutes. Put into jars and seal until needed.

#### Peanut Brittle

Put two cupfuls sugar in a "spider" over a fire that is not too hot. Stir with a spoon constantly until the sugar melts. Have ready a teacupful of chopped peanuts. Stir these in quickly. Mix thoroughly and pour on a buttered platter. Spread thin.

The lemon butter is simply a "spread" to be used as apple butter. It is mighty good on sandwiches and is even more delicious with chopped nuts of any kind. I find it very handy when my preserves are running short. I often make it after supper so as to have it for our hot cakes for breakfast. If the recipe is followed, I am sure that there will be no trouble. When finished it is of just the thickness of apple butter. It has been suggested that this would make a good cake filling. I have never tried it as such, but I feel sure that it would and I am going to try it on my next cake.

#### More Good Eats

*Note: Last month we asked for recipes for soups and salads. The best of these sent in were contributed by Miss Gertrude R. Cross, clerk, Auditor Disbursements Office, Baltimore, Md.*

#### Mashed Potato Soup

Cold, left-over mashed potatoes make a good cream soup. This is a nice, easily and quickly made soup to fix at noontime for the kiddies' lunch.

Heat a quart of milk, or milk and water, with a whole onion. Do not boil, but when good and hot, pour it slowly over your mashed potatoes, stirring until well blended. Then add your seasonings—salt, pepper, butter, and a little celery seed. Return to the stove, reheat and serve at once. You'll find it delicious.

#### Candle Salad

Put a lettuce leaf on a salad plate. Lay on this a slice of canned pineapple. Cut a banana in half (the short way) and stand it upright in the hole of the pineapple. Put on the top and down one side of the banana a dab of mayonnaise dressing. Cap the whole with a red maraschino cherry to represent the flame of the candle.

This salad looks mighty pretty and besides, it is quite tasty.

Be sure to read in the January issue about the Women's Department Contest for Baltimore and Ohio women this year. Send all contributions to Margaret Talbot Stevens, Associate Editor, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Maryland.



# Our Little Railroaders



When Daddy brings the Magazine  
We're ready to begin  
To read the lovely stories  
That the little folk send in.

For Sue, and Tom and Baby,  
Whose pictures here you see  
Are— well, now, have you guessed it?—  
Just Sister, Bud and Me!

## The Land of Animals

By *Elsie Elizabeth Glanzer*  
Jessup, Md.

NANNIE was playing with her doll. Soon she got tired and the doll got sleepy, too.

Nannie then put the doll into her crib, covered her over nicely, then went to her mother.

"Mother," she said, "I would like to have some animal cakes."

Now her mother was making muffin cakes, so she was too busy to attend to what Nannie said.

The little girl then went into the parlor. She put her chair up close to the shelf. Then she climbed up and took down her fat elephant bank. In this bank were five pennies. What awful thing do you think she did then? She took the five pennies and crept softly out of the house and ran down the street singing:

"Hop, hop, to the baker's shop  
For a stick of candy!"

Nannie then went right into the baker's shop and spent her five pennies for some animal cakes. Then she went home.

"See," Nannie said to her mother, "I have some animal cakes."

Then her mother sent her to bed for being so naughty.

Nannie went to bed and after a long time she fell asleep. Then there came a fairy, all dressed in white. She handed Nannie a ring.

"Turn this," said the fairy, "and if you turn it this way you will be in a lovely, bright room, but if you turn it that way you'll be in the Land of Animals.

Nannie took the ring, but when the fairy had gone, the little girl forgot which way to turn it. She gave it a turn the wrong way. Right away she began to shrink up so small that she hardly knew herself. Then the Big Wind came along and took the wee little girl away over the mountains, over the fields and green meadows, 'til she came to the Land of Animals.



THE DEER AND THE TIGER  
Drawn by Robert Haines, Keyser, W. Va.

Here were all kinds of animals, the most frightful of which was the lion. Oh, but Nannie was frightened! The lion ran after Nannie and was just about to bite her when she screamed:

"Oh, Lion, please don't bite me! I will be so good, and I'll never do anything naughty again!"

Just then she awoke.

"Oh," she said, "how glad I am that it was only a dream!"

Then she was so sorry for what she had done. And when she told her mother, her mother said that she might come down. And they had the nice muffins that mother had made for supper.

## Tartown

By *Evelyn Eaton*

2353 E. Madison St., Baltimore, Md.

ONCE upon a time there was a town called Tartown. Here there lived some people called Tarters. Their queen was a beautiful lady who had lovely, golden curls which hung down to her waist. She always wore a gown of blue silk with pearls on it, and her crown was made of diamonds on which were cut tiny hearts.

This lovely queen had a very pretty home. It was Juanita. (It sounds like Waw-neeta.) Everybody loved this queen and thought that she was kind and lovely.

In the northern part of Tartown there lived some very bad men. These men wanted to rule over Tartown instead of Juanita. So, one night they planned to steal Juanita. They chose the night of February 14, which is Valentine's Night, and a time of festivity in Tartown.

When February 14 came around, Juanita ordered her cook to bake a whole lot of strawberry tarts for her people. It is very warm in Tartown, so strawberries grow there the whole year 'round.

That night all of the people came to the palace for a party. While they were playing, someone came to the queen and said:



Jiggs, after a dinner of corned beef and cabbage, as sketched by Don, son of Engineer Morley, Ohio River Sub-Division



THE VAMP

Drawn by Virginia Corom, Gibson Avenue, South Connellsville, Pa.



"Mistress Juanita, someone has stolen all the tarts."

Queen Juanita looked troubled. "Isn't there time to bake more?" she asked.

"No," replied the cook, "more strawberries would have to be picked and cooked, and the flour would have to be ground. There is no time to bake more."

"Where did you put the tarts?" asked the queen.

"Out on the doorstep to get cool," answered the cook.

"I shall go see; perhaps the thief has put them back." She excused herself to her company and went out into the yard.

Immediately she was seized and tied. Then a great, big man said to her: "We are going to take you away into the north of Tartown." Then he picked her up and carried her off in his arms. Juanita felt like screaming, but she could not, for her mouth was tied with a handkerchief. She thought of how her people would miss her.

Presently the big man set her down in a house. Her hands, feet and mouth were unbound. Then the big man said to her: "We shall keep you here until you consent to marry our king. Then you may help him rule over his people!"

Suddenly a terrible noise was heard. The house began to tremble. Soon a man came in. Juanita saw that it was Shingahi, captain of her mighty army. Shingahi called in his men, who took all of the bad people prisoners and carried them back to Juanita's city. Her tarts were found in the possession of the bad men.

Juanita lived happily ever after and she was never again troubled by the bad men.

## Flower Gardening

By Viola Wolfe

Daughter of Carpenter Elmer E. Wolfe  
Chillicothe, Ohio

IT is already springtime, and that means it soon will be time to plant our flower and vegetable gardens. Summer time is better known as "flower time," for in May and June the air is filled with the fragrance of lovely flowers.

There is nothing that will make our lawns and back yards prettier than lots of flowers. The back yard and front yard



Elsie Elizabeth on her Pony

## JUST AS LONELY AS HE LOOKS



### The Boy Who Lost His Leg Flipping Trains

No more skating for him. No more baseball or swimming. Just a lonely one-legged boy watching the other fellows having fun.

37,714 Boys and Girls Were Crippled or Killed Flipping Trains or Walking on Tracks in 28 Years

National Safety Council

both can be made beautiful and clean by planting flowers.

For the porch and house the climbing roses and clematis are best, and a hedge is much prettier than a fence for the front yard.

A house looks so much better with the yard full of dahlias, tulips, four o'clocks, narcissus, and other pretty flowers than does the house that has none.

If you want to have a pretty place, plant flowers, keep the weeds from them, and they will make you glad.

## Loyalty to Maryland

By Sarah F. Pennington

Daughter of Crossing Watchman  
P. M. Pennington, Cumberland, Md.

*Note: March 25 is what the people in Maryland call "Maryland Day." It was on that day in the year 1634 that a little band of people landed on the shore of Maryland at the little town of St. Mary's and made the first settlement here. So, with this in mind, we thought it nice to use Sarah's poem this month.—Aunt Mary*

Maryland, to thee, who art brave and true,  
I offer my heart and my hand to you.  
You falter never, e'en when storms surround  
To seek to take from thee thy glorious crown.

Thy crown of purest gold, hold high,  
Let all thy foes upon it look, and sigh;  
For thee gems sparkle as of flashing fire—  
To keep thy standard high is my desire.

Hating wrong, ah, thou wilt fight for right—  
O, thou the conqueror be! Strive with a might!

And yet, when comes to thee the call for peace,

Let fly the dove, and bid all hatred cease!  
My Maryland!

Teacher—"Johnny, why are you so late?"

Boy—"I've got new boots on, and mother forgot to cut the string."—Exchange

## How Many of Our Little Girls and Boys Can Swim?

HERE we have a picture of Carl, Stella and Herbert Graham, of Jenkins, Kentucky, whose daddy, H. L. Graham, is our telephone maintainer there.

Herbert and Stella are expert divers and swimmers, and they are not as old as many of you who read this. Herbert is seven and Stella five. (The pictures were taken last year.) Here also is their little brother, Carl, who is a little past two years old and who swims fifty feet. What do you think of that? He also does a combination dive with Herbert and Stella. Perhaps some of you have seen these children doing their fancy diving. They have performed at Cincinnati, at Madison Square Garden, New York, and at various other places in the country. If you get a chance to see them, be sure to go and speak to them and tell them that you are little Baltimore and Ohio girls and boys, too. They will be glad to see you.

The American Magazine, which has more than 2,000,000 readers, recently published a big story about Herbert, Stella and Carl. Herbert's father ties him in a bag and throws him overboard. Herbert gets out of the bag and swims ashore. Carl can swim fifty feet and dive from a height of six feet.

Mr. Graham has had many offers from showmen to put his children into circuses, etc., at hundreds of dollars a week, but has resolutely declined to make them professionals.

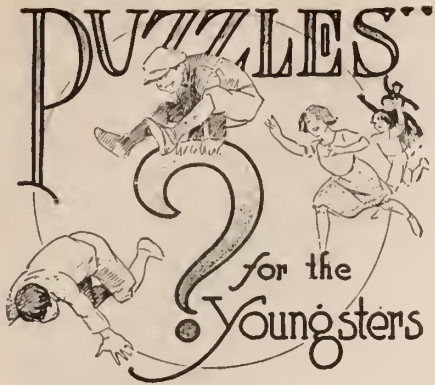


Herbert Graham, holding his little sister Stella and little brother Carl. The three are fine swimmers and children of Telephone Maintainer H. L. Graham, Jenkins, Kentucky



# PUZZLES

for the Youngsters



HERE are the names of some new little girls and boys for our circle. Most of these sent in the correct answers to the puzzles in the January MAGAZINE. All those who sent in correct answers received a set of six Baltimore and Ohio postcards. Emma Melaney and Elizabeth Arendt, Foxburg, Pa.; Janet and Elizabeth Zschiesche, Rognel Heights, Baltimore, Md.; Anna Hickman, 1035 W. Lombard Street, Baltimore, Md.; Elizabeth and Richard Fritz, 5904 Penn Avenue, Pittsburgh, Pa.; Virginia Corvin, Gibson Avenue, South Connellsville, Pa.; Lester McNeil, 5006 Wesley Avenue, Baltimore, Md.; Gertrude Lysle Cowie, 436 Cumberland St., Cumberland, Md.; Virginia Watkins, Sykesville, Md. And Helen Turiss, Tower Hill, Ill., sent in some nice drawings that we used in the February MAGAZINE.

This month we have only one puzzle. But it is a hard one. To the first six little people who guess the right answer, Aunt Mary will send a package of flower seeds to be planted in the springtime—or, if you prefer vegetable seeds, just say so. But guess the riddle first. Here it is:

CUT OFF THE FIRST AND LAST LETTERS OF A GIRL'S NAME AND GET THE NAME OF HER SISTER. CUT OFF THE LAST LETTER FROM HER SISTER'S NAME AND GET THE NAME OF HER LITTLE PLAYMATE. (Note: If you spell the sister's name backward it is exactly the same as if you spelled it the right way.)

Send your answers to:

Aunt Mary,  
Baltimore and Ohio MAGAZINE,  
Mt. Royal Station, Baltimore, Md.

The correct answers to the January puzzles are:

- 1—The word "SEVEN."
- 2—POSTMAN.
- 3—SPARROW.

Dear Girls and Boys:

Following this letter you will find a letter from Gladys Shaw, of Fairmont, W. Va. Gladys tell us how she goes to the hospital to see the little girls and boys there, to cheer them up and to make them happy. I am sure that they all love to see her com-

ing. We sent Gladys some post cards for her "little hospital pupils," as she calls them, and what do you think happened?

Two of the little girls wrote a letter to Aunt Mary, sending her a pocketbook and a barn for Christmas presents—oh, no, not a really and truly pocketbook and a really and truly barn, but just play ones, you know, all made of folded paper. But they are just as nice as they can be and I hope that the little girls who sent them will soon be well enough to leave the hospital. If any of you little people have any pictures or picture books that you have outgrown, wouldn't you like to help Gladys make these children happy by sending them to her? Gladys will be glad to take them to the hospital and to tell the little people who sent them.

Now, I am going to ask you to help me make this Children's Page for 1923 the



"Billy McNutt," was drawn by Sarah Pennington, Cumberland, Md.

best children's page in any magazine. We can do it. Will you help?

Yours with love,

*Aunt Mary*

512 Front Street  
Fairmont, W. Va.

Dear Aunt Mary:

Thank you for the beautiful pencil which you sent me as a prize in the Safety Contest. I appreciate it very much.

I am so sorry that I neglected to write to you, but I've really been so busy with my school work that I've not had much time to write to anybody. But when I got this beautiful pencil I felt more encouraged.

You know, Aunt Mary, that I live near the Miner's Hospital. Well, every day that I don't have to go to school I go down in the hospital, in the children's ward.

(When I have school I go on Friday evenings and on Sunday.) There are only three children there now. I read to them and we draw and make pictures. In fact, we do everything to entertain them. I take them pictures, too.

The children just love to have me come and the nurses seem to want me, too. I love all of the nurses, but most of all, I love the children. If you find any pictures or stories, or anything you think they would like, will you send them to me?

Well, Aunt, this is getting to be a long letter, and it is time for the school bell. Answer soon, please!

With love,  
(Signed) Gladys Shaw

## You May Sail Down the Bay from Baltimore

By Emma C. Stimson,

Nine Year Old Daughter of Chief Engineer of Maintenance Earl Stimson

### THIRD PRIZE, CLASS B

I LIKE my home town because I was born here and because I have so many nice friends.

There are many interesting things to do here, like riding on the Baltimore and Ohio Railroad, going through a tunnel, climbing the Washington Monument, and sailing down the bay.

The city was named for Lord Baltimore. Our town has many interesting parks, like Clifton Park, Wyman's Park, and Druid Hill Park. The most beautiful thing about our town is the beauty of the suburbs. In Roland Park where I live we have many very nice schools.

Mayor Broening is the mayor of Baltimore and there are over seven hundred thousand people who live here.



Drawn for Baltimore Magazine by R. B. Fuller

CERTAINLY, TO OBLIGE A LADY  
"Will you please back up your engine a little, Mister? Willie's ball rolled under it."



# THE BALTIMORE AND OHIO RAILROAD COMPANY

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### Statement of Pension Feature

Employees who were honorably retired during January, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	Department	DIVISION	YEARS OF SERVICE
Callahan, John.....	Trackman.....	Maintenance of Way.....	Monongah.....	53
Connors, John M.....	Switchtender.....	Conducting Transportation...	Pittsburgh.....	37
Cummins, John.....	Engineer.....	Conducting Transportation...	Wheeling.....	52
Defibaugh, John H.....	Car Oiler.....	Motive Power.....	Cumberland.....	43
Fuehner, Joseph.....	Laborer.....	Motive Power.....	St. Louis.....	15
Heidelsperger, John.....	Laborer.....	Stores.....	Ohio.....	14
Lenhart, Marcellus C.....	Cut Watchman.....	Maintenance of Way.....	Connellsville.....	34
Moran William M.....	Pumper.....	Conducting Transportation...	Monongah.....	49
Woolmer, Thomas J.....	Spoutsman.....	Elevators.....	Baltimore.....	47
Wright, James H.....	Carpenter.....	Motive Power.....	Cumberland.....	25
Gottschalk, Robert C.....	Yard Engineer.....	Conducting Transportation...	St. Louis.....	34

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1st, 1884 to December 31, 1922, amount to \$5,030,324.65.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Bast, John.....	Machinist.....	Motive Power.....	Baltimore.....	Jan. 14, 1923....	49
Brill, Bennel.....	Laborer.....	Maintenance of Way.....	Newark.....	Jan. 2, 1923....	34
Connor, James W. D.....	Crossing Watchman..	Conducting Transportation	Cumberland..	Jan. 24, 1923....	34
Davies, Thomas L.....	Car Inspector.....	Motive Power.....	Newark.....	Jan. 1, 1923....	27
Duffy, Patrick.....	Scaleman.....	Conducting Transportation	New York....	Dec. 17, 1922....	33
Grandon, George W.....	Carpenter.....	Motive Power.....	Wheeling.....	Jan. 21, 1923....	19
Grant, Nelson.....	Crossing Watchman..	Conducting Transportation	Philadelphia..	Jan. 8, 1923....	28
Hoover, George M.....	Receiving Clerk.....	Conducting Transportation	Baltimore....	Jan. 26, 1923....	45
Lineberger, Frank.....	Trackman.....	Maintenance of Way.....	Baltimore....	Jan. 7, 1923....	45
Moran, Jesse.....	Trackman.....	Maintenance of Way.....	Col. & New...	Jan. 12, 1923....	38
Nowak, Martin.....	Laborer.....	Conducting Transportation	Baltimore....	Jan. 24, 1923....	36
Orndorff, Henry H.....	Laborer.....	Maintenance of Way.....	Cumberland..	Jan. 1, 1923....	23
Schafer, Frederick....	Crossing Watchman..	Conducting Transportation	Baltimore....	Nov. 17, 1922....	42
Schoenberger, Joseph P.....	Engineer.....	Conducting Transportation	St. Louis....	Dec. 6, 1922....	55
Sproul, Robert S.....	Carpenter Foreman..	Maintenance of Way.....	Pittsburgh...	Dec. 17, 1922....	30
Vernon, James H.....	Yard Master.....	Conducting Transportation	Cumberland..	Dec. 27, 1922....	36
Vescelus, George A.....	Switch Tender.....	Conducting Transportation	St. Louis....	Jan. 6, 1923....	33
Webster, Thomas C.....	Trackman.....	Maintenance of Way.....	Baltimore....	Jan. 4, 1923....	47
Weller, Robert E.....	Engineer.....	Conducting Transportation	St. Louis....	Dec. 7, 1922....	47



# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine:  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted Village"

## William M. Moran

William M. Moran, retired pumper, Simpson, W. Va., was born on October 5, 1857.

Mr. Moran tells us that he entered the service of the Baltimore and Ohio on July 1, 1872, as trackman. He continued in this capacity until February 10, 1892, when, as his record shows, he was made foreman. On March 1, 1914 he was made watchman, and on April 1, 1917 he was made pumper. In 1922, because of failing health, Mr. Moran was placed on relief. Mr. Moran wishes to thank the officers and others on the Baltimore and Ohio who made it possible for him to enter his name on the Pensioners' Roll of Honor. He wishes success to the Baltimore and Ohio, and to those who guide its destinies, Godspeed.

## Adam P. Roby

Adam P. Roby was born on October 27, 1857 at Orleans Road, Maryland. Here his mother and brother ran a small farm, his father having died when Adam was an infant.

After attending school at Orleans Road for a number of years Mr. Roby worked on the farm with his brother for a time, then secured employment on a ranch in the West. Three years later he returned to Cumberland, where he entered the service of the Baltimore and Ohio as fireman.

Mr. Roby married at this time and made his home in Martinsburg, for his run took him from Martinsburg to Baltimore. A few years later he moved to Cumberland, and in 1891 he was promoted to engineman. In 1897 he was made yard engineer. He was retired from the service on January 1 of this year.

Mr. and Mrs. Roby are now making their home on Bedford Road, Cumberland. They have two sons, one a salesman, the other an automobile mechanic, and one daughter.

## Charles Steinhauer

Charles Steinhauer, retired car builder Ohio Division, was born on September 8, 1857, in Pike County, Ohio. He attended the grammar school and then worked on a farm until he was 38 years old. He left the farm to take a position in a harness and

shoe repairing shop. Here he worked until 1902, when he came to the Baltimore and Ohio as laborer, Ohio Division.

In 1903 Mr. Steinhauer was made truckman; in 1906, carpenter; in 1908, truckman; in 1913, car builder.

Mr. Steinhauer says that he does not remember ever having any of his various foremen make a complaint about his work. He was always on time, and endeavored to give a full day's work for an honest day's pay.

"In all of my service with the Baltimore and Ohio," says Mr. Steinhauer, "I have been treated as well as anyone could wish, and I do not understand how people under those circumstances can complain. If one does his share towards keeping the wheels turning on the railroad that supplies him with his living, he will be treated right. I believe that if each man would spend more time in doing the work assigned him and less time in looking for trouble, the conditions of the laboring man would better themselves."

Mr. Steinhauer, though disabled, is always cheerful despite his suffering, and has a kindly word for all.

## James H. Wright

James H. Wright, retired car and locomotive carpenter, was born at Sheppards-town, W. Va., on August 7, 1856.

At the age of 17 years he came to Cumberland, Md., and entered the service of the Baltimore and Ohio as laborer in the Rolling Mill on April 1, 1872. In 1879 he was made hostler; in 1889, car repairer; in 1906, shop carpenter; in 1909, tender repairman; in 1910 he was transferred to



RETIRED WITH HONORS

Left to right, upper row: William M. Moran, Adam P. Roby, Charles Steinhauer, James H. Wright. Below: James E. Steel, William A. Carroll, August B. Mahoney, George W. Hauer



the Signal Service. Four years later he was returned to the shops at Cumberland, remaining here until January of this year, when he was furloughed.

### James E. Steel

James E. Steel, retired engineer, Grafton, W. Va., was born in Woodstock, Virginia, on July 2, 1856.

In 1868 he moved with his family to Grafton, where he entered the service of the Baltimore and Ohio on April 1, 1869, as water boy and tool boy at a stone quarry at Valley Falls. One year later he went to Benwood, where he worked on a bridge running a hoisting engine.

From here he worked as laborer at various points on the System, learning the trade of stone mason and working at that until April 1, 1877, when he was furloughed because of lack of work.

In December, 1880 he re-entered the service as boilermaker helper; in May, 1891 he was transferred out on line of road as stone mason, and was later made foreman of a stonemason's gang. In 1892 he began firing on the Monongah Division. Two years later he was promoted to engineer. This position he held until his retirement in January of this year.

### William A. Carroll

William A. Carroll, retired material man, was born on February 22, 1857.

On September 15, 1875 he entered the service of the Baltimore and Ohio as furnace boy, Mt. Clare Shops. On September 1, 1878 he was made helper, and in 1913, material man. This position he held until his retirement this year.

### August B. Mahoney

August B. Mahoney, retired water pumper, Baltimore Division, was born in Frederick County, near Frederick Junction, on May 31, 1857. He entered the service of the Baltimore and Ohio, Baltimore Division, as trackman on May 9, 1881. In 1895 he was made pumper at Reels Mills. Mr. Mahoney was retired on January 24.

### George W. Hauer

George W. Hauer, pensioned fireman, was born at Frederick, Maryland, on July 12, 1857. He entered the service of the Baltimore and Ohio in February, 1882 as freight fireman. Prior to this time Mr. Hauer carried mail from the trains to the Post Office. He was retired this year.

### Transportation Boys to Hold Another Dance

By special request the Transportation Department baseball team will hold a dance at Tuttle's Hall on April 11. The tickets are 55 cents each and may be had from any member of the team or by applying at the Office of the Magazine, Mt. Royal Station.

## A "Pair" of Brothers Who Are "Trumps"

By A. E. Erich, Secretary to Superintendent, Ohio Division

THE following is taken from "Dusty Miller Tales" in the Wilmington, (O.) News-Journal:

### The Murphy Reunion

"Most families are content to have a reunion once a year, but the railroad division of the Murphy family—"Tom" and "Pat"—holds a reunion every morning at Blanchester shortly before 9 o'clock.

"Pat's" the conductor on the Hillsboro district, the convenient and well-patronized branch-line train, plying between Hillsboro and Blanchester a good many times a day. 'Pat's' a prince. He knows everybody and everybody knows him. His middle name's "Oblige," and he goes on the theory that most anybody could take orders and run the branch train some way or other,



"Tom" Murphy and "Pat" Murphy

but to run it right and make the passengers feel at home and want to come again, is an art, and 'Pat's' the artist.

"And there's 'Tom.'

"Tom's' good-looking and conductorish in his well-pressed uniform, and he's an artist at smiling and being accommodating.

"Tom' runs the main-line accommodations—the one that goes to Cincinnati in the evening from Chillicothe, stopping everywhere, and then some; and brings her back the next morning on the same style of operation—puff, whistle, stop: stop, whistle, puff; here she comes, there she goes—the same old story day after day, but the little train is in the hands of a man that ikes the job and that's 99 per cent. of success, remember.

"Pat' gets into Blanchester from Hillsboro about eight something every morning; 'Tom' rolls in from Cincinnati a short time later, and if the brothers don't get time to talk a bit they always have time to wave a brotherly greeting.

"They go the Brotherhood of Railway Conductors one better, Father and Mother Murphy having given them seniority rights in the brotherhood that even the Baltimore and Ohio could not add to or detract from."

There is little that we can add to the above that would describe these two brothers more thoroughly. They are always courteous and obliging to passengers and have made many, many friends among the traveling public. "Pat" started as section man April 1, 1881, but that did not "fool" him a bit, as in 1882 he transferred to freight brakeman, was later promoted to conductor and in 1910 to passenger conductor. "Tom" started as laborer September 1, 1882, and in 1884 transferred to freight brakeman, was promoted to conductor in 1892 and made passenger conductor in 1907. May they long continue in service, and prosper.





## Safety Roll of Honor

### Staten Island

**Captain Harry Lockwood**, tug "Shriver." January 31. While passing south side of Dock No. 5, St. George, saw Baltimore and Ohio Barge No. 122 with one corner caught under the pier. Hauled boat out and made it fast at safe berth.

### Baltimore Division and Baltimore Terminal Division

**Mr. H. T. Perkins**. Reels Mill, Md. January 9. Heard unusual noise when Train 96 passed his house. Sent son Harry to investigate. Discovered broken rail on track No. 2. Notified operator at Frederick Junction. Also called trackman who repaired rail.

**Operator C. G. Gartrell**. Watersville Junction. January 13. Reported signal on Track No. 2 standing red and indicator out of order. Reported condition to dispatcher's office, advising that a broken rail was probably the cause. Train No. 48 was detoured on No. 1 Track. Broken rail discovered by trackmen and repaired.

**Agent G. W. Johansen**. Collingdale, Pa. February 2. Called out of bed and informed that an automobile was across westbound track at foot of Upland Terrace. Immediately got out and lighted lantern, flagged Eddystone train while others endeavored to remove truck. Notified dispatcher.

**Operator J. M. Cunningham**. First triek operator, Hollofield. February 5. While in Ellicott City at night, noticed piece of iron projecting from car in train of extra east, Engine 4458. Train stopped at Relay, where it was discovered that large piece of iron had shifted in position that would not have allowed clearance on adjoining track.

### Cumberland Division

**Conductor R. T. Knotts**. Tunnelton, W. Va. December 11. While extra No. 7109 west, using No. 1 track, was passing through pullout switch at Tunnelton, Conductor Knotts felt unusual movement in caboose. Had Flagman G. W. Ritter get off to look for unsafe condition. Flagman Ritter discovered an eight inch brake hanger, wedged in switch point, causing a gap. Flagman removed hanger and called track foreman to make repairs.

**Conductor R. T. Knotts**. Rinard, Va. December 7. Discovered broken rail. Locked switch so it could not be used, went to tower, notified section foreman, and made arrangements to have repairs made.

**Mr. J. R. Houk**, North Mountain, W. Va. On January 3. Discovered a slip of rock and dirt obstructing our tracks in Paxton's Cut near North Mountain. Flagged train. Trackmen were called to clear obstruction. Superintendent Van Horn, has written a letter to Mr. Houk thanking him for his cooperation.

**Mr. H. B. Hunter**, Alpha Portland Cement Company. January 22. While

walking from Rowlesburg to Manheim, discovered a large rock on the track of the M. & K. Sub-division in a curve just east of Manheim. With assistance of another man, he removed the rock from the track. He has been written a letter by Superintendent Van Horn for his prompt action.

### Connellsville Division

**Agent-Operator C. H. Snyder**. February 8. Stoyestown, Pa. Noticed brake rigging down on Baltimore and Ohio 19445, under load of coal. Notified Conductor S. M. Sheetz, who was on rear of train, and who had train stopped and brake rigging removed. Broken hanger bolt was the cause of the trouble.

**Conductor A. Winterholder**. January 28. West Yough. Noticed C. C. & St. L. 67372, gondola loaded with moulds, leaning badly on river side. Called matter to the attention of Conductor C. M. Vanosdale, in charge of Extra 4538 East. Called Yardmaster Cowgill on telephone, informing him also of situation. Train stopped and car cut out at Sodom.

**Brakeman C. F. Close**. January 23. Yoder, Pa. While inspecting his train, Extra 7155, discovered cracked wheel on Central of Georgia 5224. Car cut out of train and shopped.

### Pittsburgh Division

**Conductor J. B. Zarnadella, Flagman E. B. Thomas and Brakeman R. J. Morris**. While passing Bannan, Pa., noticed forest fire which had just started, but which was making great headway along side of mountain and close to town of Banning. Stopped their train, an extra west out of Connellsville enroute to New Castle and through untiring efforts succeeded in putting out fire.

### Wheeling Division

**Track Foreman E. Debolt**. Commended for voluntarily surrendering personal advantage to serve this Company by withdrawing his bid on a section to which, through his service record, he was justly entitled, and remaining at a point away from his home until a suitable man could be found to replace him.

**Operator J. W. Keenan**. Displayed vigilance in discovering brake beam down on D. L. & W. car 6734, Train 70, Engines 2741-2235 while passing his office.

**Agent-Operator G. H. Baker**. Discovered broken rail in main track.

**Operator B. F. McGucken**. Observed Baltimore and Ohio 193774 with damaged top which could not clear main track. Stopped train and had defective condition corrected.

### Charleston Division

**J. A. Fisher** and his staff at the Weston agency, have been commended for interest in L. C. L. check weighing, their total

gain in revenue being \$719.95. Valuable suggestions along this line have also been received from Trainmaster W. C. Deegan.

**L. J. McCartney**, fourteen year old school boy at Flatwood. Found a broken rail near Shaversville. Walked back to the station and notified agent. Repairs made.

**Mrs. L. M. Godfrey**. Orlando. Thanked by the superintendent for assistance in reporting a small fire.

**Section Foreman M. A. Irwin**. Belington, W. Va. Commended by the superintendent for his interest in the present campaign for economy.

**Conductor A. Kiddy** has been commended for close observance in connection with all matters pertaining to the safety of his train.

**Mr. Raymond Berry**, of Heaters. Thanked by the superintendent for finding and reporting a broken rail near Rollyson.

**Engineer G. F. Purkey**. Commended for close observation and for making important suggestions in connection with campaign for economy.

**F. E. Friend** has again been commended for the close interest in clam prevention at his station, Gilmer. Agent M. F. Hutson at Bower, has been commended for the third time in as many months for close attention to duty, and assistance in stopping "LEAKS."

**Foreman E. M. Strader**. Kingsville section. Commended for interest in picking up and turning into the stores good material dropped on his section.

**Trainmaster Nicholas**. Sent in good suggestions in connection with the present economy campaign.

**Brakeman H. G. Northcraft** has been commended for finding and reporting broken tread on car in his train.

**Conductor W. B. Peterson, Engineers W. L. Criss and J. H. Shea**. Commended for assistance in clearing side, averting serious delay to their train.

**Brakeman C. E. Mullenix**. Hope Siding, Weston. Noted brake rigging down on a car in passing train. Stopped train and had repairs made.

**Conductor B. D. Otto, Engineer E. P. Wood, Fireman E. H. Bennett, Brakeman**



Betty Eien, an Honor Girl  
See Ohio Division Honor Notes



**M. Childress and W. R. Bragg.** January 1. Voluntarily cleared landslide without delay to trains.

The following engineers have been commended for making over 100 per cent. fuel performance in December, 1922: Hoover, Spencer, Bishop, Shears, Powell, Wilmoth, Paxton, Paisely, Groves, Acord and Poling.

### Cincinnati Terminals

**Engineer Emil Kaley.** February 8. While on way to work discovered three feet of rail missing on main track of north rail in Ditch connection, just west of southern crossing. Notified operator at "WD" Tower, who arranged for detour of Train 23, street connection to avoid derailment. Necessary repairs made to track.

### Chicago Division

**Yard Brakeman John Lester.** February 5. U. S. Yards Transfer. Observed hole in floor of Wabash 15825, large enough for cattle to step through and possibly to cause broken legs. Condition reported to yardmaster at Wolf Lake. Train stopped and boards nailed over opening.

**Lineman D. F. Nethers.** Garrett, Inc. Observed a badly blazing hot box on train of Extra 4245, passing Hicksville. Called operator at "NK" Tower, who notified engineer of condition. Train stopped at Rosedale and hot box attended to before serious damage resulted.

**Clerk O. E. Warren.** February 1. Holgate, Ohio. Observed car in train with piece of timber projecting. Reported condition to dispatcher. Train stopped at Hamler and condition corrected.

**Crossing Watchman George Minard.** February 20. While train passing Albion, discovered hot box on Baltimore and Ohio 174806, near middle of train. Because of snow blowing it would have been impossible for crew to discover this. Watchman Minard gave stop signal at crossing. Train stopped, hot box cooled and packed.

**Operator Oscar Hutton.** Holgate, Ohio. February 21. Discovered hot journal on car of Engine 4018, west. Flagged train with red lantern. Also saw fire flying from car of engine 4280 passing Holgate, issued "take siding" signal at Standley, where crew advised of condition.

### Newark Division

**Operator William H. Johnson.** Schick, Ohio. January 16. Observed wheels sliding on baggage car of Train 61. Notified operator at Neffs, who arranged, through dispatcher, to have train stopped and examined.

### Akron Division

**Freight Agent W. S. George.** Canal Fulton, Ohio. January 29. Noticed brake beam dragging on car C. H. T. S. E. 3390. Notified conductor who stopped train and had the car repaired.

**Chief Clerk Chester Williams.** Haselton, Ohio. February 6. Saw stack falling from engine house, strewing the wreckage across the main tracks. Immediately called "CH" Tower and learning that No. 94 was due in a few minutes, he secured red light, ran west over the bridge and flagged the train in time to prevent a serious accident.

**Operator F. B. Morris.** Lester, Ohio. February 6. While on his way home from work discovered broken rail east of the

bridge on the curve of the old line. Notified section men who made the necessary repairs.

**Operator A. H. Richards.** January 27. While No. 6 was passing Wayland, Ohio, noticed fire flying from one of the cars. Notified operator at Newton Falls, who had train stopped. Investigation showed a bad hot box on Pullman Car "Camp Glenn."

**Section Foreman B. L. Jones.** January 12. Discovered brake beam down on baggage car of passenger train No. 16. Notified the train crew, who had train stopped, and assisted them in removing the brake beam.

**Conductor H. P. Ryan.** January 21. Noticed broken rail in track on crossing east of the Uhrichville passenger station. Notified the section men who made necessary repairs.

**Freight Agent H. L. Marsh.** East Clarendon, Ohio. December 29. Noticed brake beam dragging on car of train extra east No. 4042. Notified the train crew, who had the unsafe condition corrected.

### Ohio Division

**Sectionman Chauncy Kinnamon,** Roxabel, Ohio. January 30. Discovered car broken down on No. 76. Reported this at once. Train stopped and after examination, with careful handling, car was brought to Chillicothe, without loss, damage or delay to freight.

**Operator Guy E. Bolen,** "RK" Tower. February 9. Discovered brake beam down on P. L. car 625170 in No. 88. Notified conductor. Train stopped and repairs made.

**Mr. John Bliss,** resident of Little Hocking, Ohio. Observed broken arch bar on car in a passing train. Reported it to engineer. Car set off. Possible accident averted by his interest. Letter of thanks sent him by Superintendent Iams.

**Mr. V. J. Martin,** resident of Sciotoville, Ohio. Discovered piece of ball of rail in main track broken out. Reported condition. Repairs made. Prompt action no

doubt averted an accident. Letter of thanks sent Mr. Martin by Superintendent Iams.

**Agent-Operator Miss Elizabeth ("Betty") Bien,** Little Hocking, Ohio. After handing "19" order to Engineer W. Diehl, on Extra 2921, east, on January 24, observed a car with broken truck near rear of train. To make sure that train would stop, she purposely failed to deliver the order to Conductor Galbreath, who, upon not receiving order, applied brakes from caboose, stopped train and set car out. Action taken by Miss Bien undoubtedly prevented a serious accident and a big "LEAK" in damage to equipment, loss of freight and delays.

### St. Louis Division

**Telephone Maintainer W. R. Ambrose.** On line, January 29. Discovered broken rail at Pole 256-15, just east of Skillet Fork trestle, and another broken rail five hundred feet west of this trestle. Flagged Extras 2857 and 2803 which were approaching.

**Agent R. C. Heuer,** of Trenton and **Conductor C. E. English,** of Train 72, in siding at Summerfield. January 27. Observed brake rigging dragging on car in Train 29. Reported this condition to agent at Lebanon. Train stopped and defective condition repaired.

**Box Packer E. G. Brown.** Washington Shops. While attending to his regular duties, January 1. Discovered bad condition of right back engine truck box. Called foreman's attention to it. Brass was removed and babbitt found to be entirely gone and brass cracked.

**Machinist E. C. Garner.** Washington Shops. Discovered a crack in left main rod of Engine 2803.

### Toledo Division

**Brakeman Sam Borland.** December 12. Extra West 4551 stopped at Byers Junction for orders. He started back over the train and discovered broken arch bar on P. & R. 27077. Car was set out at Byers Junction. (Photo accompanying.)

The men whose names are given on this and preceding page are "Stopping That Leak!" There is no better way to do this than by preventing accidents!



Right: Brakeman Sam Borland, Toledo Division





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Building

#### Law Department

Correspondent, GEORGE W. HAULENBEEK

I know so little about the actual running of trains, that I ought to refrain from making any comments pro or con; but I would like to know why, in the running of a passenger accommodation train, especially in the winter, so many doors of the cars are opened at every little station, whether a passenger is in sight or not.

The conductor opens the front door; the trainman does likewise to the door in the rear, and then Old Borcas enters the car at both ends with a wicked grimace and the passengers shiver. It only lasts two or three minutes but that is sufficient time to give one's extremities an extra chill, and there you are.

When there are only a few passengers to alight, why not let the one open door suffice for their exit, and if any one wishes to retire from the other end of the car, let him open the door himself.

#### Jewelry—Not Baggage

If you check your baggage and among the articles included therein you have jewelry, do not expect to be reimbursed by the Railroad Company if your diamond rings and other articles in that class are purloined, for it has been decided that jewelry is not baggage and the loss cannot be borne by the Railroad Company.

To show the uncertainty of litigation, a woman passenger on the Long Island Railroad recovered \$8,000.00 for the loss of jewelry alleged to have been taken from her trunk, and on an appeal by the Railroad the judgement was reversed and the litigant received nothing.

#### The Eay Boats

Frigid January was cold, formal and forbidding to the Law Department, and we had several on the sick list, Mr. Young, our chief clerk, being in the category.

My love for the winter season has vanished, and I long for the period when my wealth will be adequate and ample to secure a mansion at Miami, possibly right next door to Mr. Bryan.

Give me the epoch when the excursion boats down on Light Street will be gaily decorated with bunting and destined for West River and other places on our bay; places that cannot be equaled anywhere on the globe.

Give me the good old summer time with open windows and open cars and Ocean

City, New Jersey, or Deer Park, Maryland, as my summer retreat.

#### A Smile

A smile is the same in all languages.

#### Engineering Department

Correspondent, OSWALD K. EDEN

The best in life will come to him  
Who never drops his speed and vim;  
Who never lets his heart grow faint;  
Who tries to "hit 'em where they ain't."  
The best in life will come if he  
Combines hard work with honesty;  
The best's the fun we daily glean  
In fighting hard and playing clean.

—New York Evening World

St. Valentine's Day.

Dear Bill:

I thought I'd try an innovation this month by writing a letter commenting upon the various happenings that have occurred and bits of news that I have gleaned from various sources.

First of all, in order to get it out of the way, I am going to talk about myself—which is perfectly natural, don't you think? A person has to have a certain amount of pride in himself, otherwise no one will take any notice of him. Well, you know I told you about, and showed you, the beautiful silver pen and pencil which was presented to me by the Railroad "as a small token of appreciation for your work, and interest in The MAGAZINE during the past year." I certainly do appreciate the gift, but am certain I did no more than someone else would have done in my place. To cap the climax, Jerry wants me to print my "visage" in our column. I wonder how he gets that way.

Did you notice in the January issue of the MAGAZINE an article whereby a fountain pen will be given to the person or persons picking out the most interesting article (that is, from the standpoint of interest to the Company)? While I don't need the pen, I am going to comment upon two articles, which appear to me to be worthy of great mention. The first one appears on page 43 entitled "The First and Best Railroad in the United States." From the gist of it I assume that it was not written by an employe and for that reason I firmly believe it should be given more prominence. If everyone felt as does Mr. Hartley, author of the article, what a difference it would make in the way of increased freight and passenger movements. The other, a note in the section entitled

"Safety Roll of Honor," describes the efficiency of Operator C. M. Watson of F.Y. Tower, Pittsburgh Division, who, from accounts in said article, shows he is one hundred per cent. on the job. Mr. Watson is to be praised for the quick action and thoughtfulness displayed by him. That's what I call "keeping on the job!"

I also noticed the strenuous efforts being made by practically everyone to "Stop That Leak." I am sure that if everybody would think about it we could save infinitely more than we do. Then again, if everyone would regard the various articles that are placed in his hands by the Company, as his personal property, I believe a great saving would be effected. It's the little things that count most of all, such as pins, paper clips, stubs of pencils, etc. To save is to have. Get the habit!

From time to time I read, with interest, of certain employes soliciting business for the Company, either freight or passenger. It's a great idea, and I am heartily in favor of boosting the Company for which we work. So remember, "Bill," the next time some of your friends or relatives go on a trip, be sure to tell them of the excellent service afforded by the Baltimore and Ohio and get them to give us a trial. You can feel assured that once tried they will always use it.

You know, "Bill," it is gratifying to see the way our bowling team is upholding the reputation it made in the first half of the season. If I am not mistaken they are leading the league by three or four games; possibly more. And I learned that with a crippled team they played and defeated one of the best teams in the league. I hope they will be able to maintain the lead throughout the remainder of the season and so carry off first honors.

I've been thinking, "Bill," how nice it must be to have one's "best girl" wait for you after work as I know is the case with a certain field engineer. What is more, if my eyes did not deceive me, I believe I saw a solitaire on the third finger of the young lady's left hand. Looks bad, doesn't it? I suppose we'll have to pass the hat soon. But he deserves it, and she appears to be quite an attractive young person.

By the way "Bill," did you cast your vote for Miss Spengler as representing the Baltimore and Ohio in the National Good Will Election? Our department went over the top, one hundred per cent. strong.



H. E. WEIFENBACH

Magazine Correspondent, Office of General Manager.  
No, somebody else sent it in





Rose Mary and Betty, aged 3 and 4, little daughters of Correspondent J. M. Whelan, Pittsburgh

Say "Bill," do you read much? Or are you one of the many I know who while away their time doing nothing? Of course I mean reading good literature. They say a word to the wise is sufficient, so "before leaving home, always slip a book into your pocket. You will be surprised to find that during the day you will have many opportunities to read something other than the usual newspaper. Learn to fill in your odd moments pleasantly."

In ending will say, "Bill," that I hope our editor will be a little more prompt in producing the *MAGAZINE* hereafter. He ought to "stop that leak," don't you think?  
Yours,

O. K.

#### Office of District Engineer, Baltimore, Md.

Correspondent, J. FORD COLLISON

We note that the newspapers are printing a great deal about religion these days. Our department always endeavors to keep up with the times; in fact, just a little ahead. But that isn't what we started out to say. We can now use that familiar phrase "Will miracles never cease?" Only in the past few weeks we find two more of our fellow workmen rehearsing and committing to memory this refrain "The Lord Loveth a Cheerful Giver" and "It Is More Blessed To Give Than To Receive." They are none other than our "Tommy" Sparks and "Cy" Young. We might say that "Cy" is making much better progress than "Tommy." We respectfully ask that no other organization interfere as we are progressing very well with these two young men and it will only be a short time until they have reached that height of perfection attained by our now backsliding brother "Joe" Jones, and our departed (for Parkersburg) brother "Ferd."

"Joe," Jones is of the same opinion as a notable New York preacher who has created some wide publicity. He is finding some fault, just a little, with our teachings. "Joe," we beg of you, don't forget the teachings which our new brothers are just learning!

Although maintaining a residence in Baltimore, Mr. Feders has been away so long he has to take a guide around with him. We much fear that he will turn up "lost" one of these days.

"Eddie" likes Baltimore. On Sunday he eats at home and on Monday he also eats at home—leavings from Sunday. The rest of the week he eats with relatives. More power to you, "Eddie."

Just a word of warning to the girls—"Joe" Jones is back in town. Why, he had so many dates last week we couldn't have a Prayer Meeting!

C. L. Richter was presented with a bouncing baby boy on February 10. His name is Nelson Maurice and he weighed nine pounds. Everything is lovely.

"Dick" Mather, son of our district engineer, was home sick from school for a couple of weeks during the first part of February. He had a bad case of grippe, but is practically well now.

H. C. H. has cut out flivvering to and from the office. He finds he can't afford it with three little urchins at home to take care of. The truth is—it's too cold to leave the flivver out. When the warm days come we'll find him going back to his old habit.

The old saying "give 'til it hurts" reached its limit one night when Charles P. Vogel, transitman, stepped up to the cigar stand and without being asked or for no special reason whatsoever, treated the boys to a cigar. The shock was too great to withstand without some recourse, so each in his turn treated in like manner during the evening, and at least one night was spent in good-fellowship. Let's hope it will continue.

Our Henry of never-been-kissed-fame received quite a setback in Parkersburg according to first hand information received. The scene of action was in one of Parkersburg's restaurants, the villain O. L. McCabe, field engineer, the hero—Henry, the heroine—one of the waitresses who, acting upon Mr. McCabe's advice, placed a beautiful kiss on the skin-you-love-to-touch (Henry). We are obliged to stop here! However, you can draw your own conclusion.

The double track improvement from Webster to Brydon, W. Va., a distance of about two miles, started last Spring, was put into operation on January 15. The new improvement does away with a single track timber trestle known as Bridge 2½, approximately 500 feet long and 45 feet high, this being replaced by a fill on a new alignment, which removes a hazard that was always questionable, requiring constant watching. This work was done by the Empire Engineering Company, Baltimore, Md.

#### Office of District Engineer, Pittsburgh, Pa.

Correspondent, J. M. WHELAN, Accountant

Your correspondent regrets to announce the death from pneumonia of Mrs. A. J. Borland, mother of C. R. Borland of this department. Mrs. Borland's death occurred

February 5 at her home in Hazelwood. She was well and affectionately known throughout the Hazelwood District and her death will be mourned by a host of friends. The funeral was held from the Presbyterian Church of Hazelwood on February 7.

Mr. Pendleton, Cost Engineer's Office in Baltimore, was a recent visitor.

The accompanying photo shows the two energetic youngsters of your correspondent. They are Rose Mary and Betty, aged three and four respectively.

P. J., this department, not to be outdone by Mrs. P. J., who recently staged a surprise in his honor on the occasion of their "woolen" anniversary, asked the boys back in order to show them what a real party was like. I understand that Mrs. P. J. had been informed that this was "Phil's" party, but I noticed when the question of refreshments became uppermost that Mrs. P. J. just naturally gravitated towards the kitchen, and I am free to state that I have never eaten a lunch which I enjoyed more and I am sure that I was not out of step either. We all hope that there will be many more such anniversaries.

Suggestions for "Saving" are much in order, and we have not as yet broken the ice in this respect. Let us all make it a point to observe the handling of Railroad matters in our travels about the territory, and make it a point to mention such cases as may indicate a need for improvement. No names need be mentioned, but the Railroad is certainly entitled to whatever improvement or saving may result from such observations. Please let your correspondent hear from you.

#### Office of District Engineer, Cincinnati, Ohio

Correspondent, GEO. F. DAUBENMERKL

Assistant Engineer James P. Ray appeared in a school comedy play at Lawrenceburg, Ind., on the 1st and 2nd of last month, under the nom de plume of "Jim Blaine," in the guise of a school boy. His part included the pinning of a sign on the teacher with the words "Teacher is a Donkey." Mr. Ray is certainly well adapted to the part of a schoolboy and he was given a vociferous reception. It surely must have been a "scream."

#### General Baggage and Milk Department

Correspondent, MABEL L. MENGES

Our correspondent, Miss Menges, is confined to her home, account of illness. She is, however, on the mend, and we hope will soon be able to be with us again.

We are pleased to report that Traveling Baggage and Milk Agent H. L. Norris, who has been ill with the grip, has recovered and has returned to duty.

It is with regret that we have to report the demise on February 5, of Checkman



BRIDGE No. 935, LOOKING NORTH TOWARDS THE OHIO RIVER  
Insert: Wich, McCabe, Ramming, Shaeffer, all Engineering Department boys



# Hamilton Watch

"The Railroad Timekeeper of America"

## Seventeen Years of True Time Service

GATEMAN W. H. GOVEY, of the Long Island Station, Pennsylvania Terminal, New York City, here shown at his post, has carried his Hamilton Watch for seventeen years.

Gateman Govey must have a watch he can depend upon to tell true time. The gates must be closed precisely on the minute; not a half minute early or a half minute late. Accuracy is imperative—and as usual a Hamilton Watch is performing the service demanded.



## A Railroad Man Can't Afford to Be in Doubt About His Time

That is why most of them choose the Hamilton. The Hamilton Watch combines the quality of sturdiness with that of phenomenal accuracy and gives to the railroad man a timekeeper that he can truly depend upon.

Ask Your Jeweler to Show You the  
**HAMILTON "992"**

Priced at \$48.50 for the Movement Only

This model is the favorite of most railroad men. It meets the most exacting standards of time inspection in a way that will be extremely gratifying to you.

For other than time inspection service, ask to see the Hamilton No. 974, priced at \$25.00 for the movement only. This model gives you Hamilton standards at a moderate price.

**HAMILTON WATCH CO.**  
LANCASTER, PENNA., U. S. A.



Thomas C. Tate, Baggage Room, Philadelphia, Pa.

Mr. Tate entered service as checkman at Philadelphia, August 7, 1916, which position he held until furloughed January 7, 1917, being reemployed in same position in 1920, in which he continued until his death.

D. R. Shreve, train baggageman running on Train 51 between Cincinnati and Toledo, surely deserves honorable mention for his splendid cooperation in the baggage service. We recently found that he is stamping his train waybill "Show baggage condition on waybill" as a reminder to agents and baggage agents, some of whom are overlooking this important notation. This record means much in the adjustment of claims, and this thoughtful assistance is more than appreciated. We understand that Mr. Shreve is showing the same interest in all phases of his work.

#### Office of the General Freight Claim Agent

Correspondent, NORMA H. APPLGARTH

*"He Profits Most Who Serves Best"*

The man who devotes his time to giving the best that is in him profits most through the knowledge that he gains, through his ability to speak authoritatively and his helpfulness to his friends and associates. It is true of all things in life, and especially so in regard to his daily vocation. If in his endeavor to serve his employer well, he will study and labor assiduously at his task until it is well done, he is the greater gainer by the knowledge acquired, and in this manner he is, without his own knowledge, preparing himself and developing his ability to handle matters of greater importance.

Few of us, especially young people, realize the importance of concentrating our whole mind on the work assigned to us, no matter how trivial it may apparently seem. If there is a reason for doing a certain thing then that thing is worth doing well and mastering the most petty detail in connection therewith. This helps you to understand why it is done and what the result would be if not done properly, such as in the erroneous transposing of one single number. It often means to the bookkeeper the checking of an entire month's work before the error is discovered and a true balance is struck.

If knowledge is power, then by serving best you are gaining power. And power is like steam. It must expand, and it is as certain as night follows day that you, too, will expand, reaching up higher and higher with your ever increasing knowledge, until you stand at the top and are looked up to with that esteem and respect due to those who have successfully climbed the ladder by serving best.

If you desire to know the game of 500, ask Mr. Sturm how one can bid and make ten trumps without holding the Joker.

The art of having confidence in your widow seems to be his strong point as it always produces when he deals.

It was with much surprise and not a little regret that we learned of Miss Jeanette Costello's intention to leave us. Miss Costello has decided to devote herself to the religious life and to this end, entered the novitiate of the Sisters of Mercy at Mount Washington on February 2. All good wishes go with her in her new vocation.

The stork seems to be hovering over the General Freight Claim Agent's Department. Messrs. George Travers and George Geoller are the latest ones to be walking the carpet; they are both new Dads.



Thomas C. Tate, late checkman, Baggage Department, Philadelphia Station

Mr. Geoller has a new position and a new baby, what more could a fellow ask?

Our time-keeper, Mr. Aro, never forgets his duties. Do you know that one day he walked into the Postoffice to ask for his mail and when he approached the Postmaster (duty foremost in his thoughts) he smilingly inquired—"All Here?"

Valentine day was a howling success in this office. Every one tried to feel complimented by the ones they received, or at least seemed to. We have a bunch of good sports, at least.

"We are glad to report the victory of our Young Ladies' Bowling Team over the ladies of the Auditor of Freight Claims Department. We have a great team. Challenge them and see."

In the January, 1923 issue the above article appeared.

The Bowling Girls of the Auditor Freight Claims Department wish humbly to acknowledge the scribe's challenge in the language of Commodore Perry. "On February 19, we met the enemy. They are ours, Five Pretty Girls and Three Straight Games, and Norma wasn't there to recite 'Casey at the Bat,' or sing the 'Swan Song.'"

The General Freight Claim Agent's girls are good sports and deserve far more support from the employes of their Department than they are receiving.

#### Relief Department

Correspondent, H. IRVING MARTIN

Here's another candidate for the estate of matrimony. Earl Plowman is the man who has filed his papers. Neither the high cost of living nor the high cost of coal seems to bother him one bit. He's gotten the good home fever. He says that when he gets that home started he's going to bust up that oft quoted line, "The ploughman homeward plods his weary way," as it will be a joy and not a weariness to journey to a home where the heart is.

The girl?—we almost forgot the most important part of the whole works—Miss Hilda Loveless.

Crawford and Repp hied them to New York one week-end to count the cannon in The Battery and see the top of the Woolworth Building far up where it scratches against the edges of the moon. They're back home and the human tide still surges up and down on Broadway just as if they hadn't lit in the old town. Not

a friendly face in all that desert of stone and steel.

Nothing like "Seeing Baltimore First" even to those who like slipping over to the Hotel Pennsylvania or The McAlpin for the Saturday night bath, and the thriller at The Hippodrome.

We understand that the absence of Mascot Tall from the Bowling Team has caused "Lady Luck" to miss a smile or two for said bowlers. We hear some awful stories of "all down but one" from those who believe in the influence of lucky stars on straight runs.

Lots of "alley" talk these days. Here's to the success of the gang.

McCann has joined the Radio-ists. He's gotten his dictaphone tuned up so he can even hear WURK in the day time. Not only hears but makes it hum.

The strenuous labor of January failed to affect the weight of Friend Hachtel. The arrow still flies to the same mark. That good home food must counteract the effects of intensive strain at "figgerin." Happy the man who has found a chronometer balance for all the ills and strains that flesh is heir to.

We welcome three new members to our office force, extend to them the right hand of greeting and wish them all success in their new fields of activity.

Miss Lillian Derlin, stenographer to the chief registrar. She came to us from the Purnell Art Galleries of North Charles Street. Stepped right out of a picture.

Truman S. Hepting, claim clerk, transferred from the Engineering Department.

Charles W. Jahns, messenger, formerly with the American Wholesale Corporation.

#### Transportation Department

Correspondent, LUKE K. BURNS

'Twas the night before our Second Annual Dance and the ground was heavily laden with snow. The weather man had prophesied a 36-hour snowfall and we sorrowfully gazed at the light whirling flakes, thinking the while of the never-to-be-forgotten blizzard of last year. But the next day we rejoiced for the sun smiled warmly down upon us and we again looked hopefully forward to the dance.

The turnout which Mr. McCann greeted at the door was even greater than we had anticipated and everybody agreed that it was a "swell" affair. Financially, too, it was a great success, and the committee, C. F. Scharnagle, Leo Phillips and A. M. Greenberg, deserve much credit, as do the other departments that helped to make it a success.

Everybody was so pleased that there is much talk of a similar affair to be held in the near future (after the Easter holidays).

Of the guests invited the only ones able to attend were Mr. Neessner and his aide, Mr. Toomey.

Most of the dancers stayed until the last dance, which proves that everybody had a good time.

#### Office of Assistant Comptroller Deverell

Correspondent, JOHN RUPP

Chats of The Chesapeake—Terrapins

In the Saturday Evening Post of February 3, David Augustus Flack muses that the terrapin was no more esteemed in slave-owning times along the Chesapeake than is the boarding-house prune in New York City today, they were so very plentiful. This state being the home of the terrapin, be it moved and seconded that our Culinary Column Editor of the MAGAZINE publish



a good terrapin-stew recipe for the readers, or tell how to prepare delicious terrapin soup, "a-la-(Bopp)-Maryland."

(Wouldn't it be best to get our Financial Department to advise us first, how to buy them?—Ed.)

It is noted that our Passenger Department is making a drive for new business through a series of "ads" in the most prominent magazines of the country. This will, no doubt, be productive of good results. As employees, each one of us can lend help by boosting the Baltimore and Ohio and acquainting our friends with its excellent passenger train service.

On January 29 a meeting of our Welfare Association was held. J. T. Maloney was elected as chairman, succeeding E. F. Jendrek, whose services we were so fortunate to enjoy during the year 1922. Miss A. M. Kerr, who was our treasurer during the past year, has kindly consented to serve another year in the same capacity. C. B. Lewis, who so ably reported the various activities and events during the past year as secretary, asked to be excused from serving another term and has been succeeded by W. N. Owens. Constructive measures were taken and suggestions made as to how our treasury could be replenished, resulting in the appointment of W. N. Owens to select three members of the Welfare Association to consider ways and means so that "day-by-day-in every way" our treasury will get bigger and bigger.

Remember the economy drive on behalf of the Railroad that is being made through the "Stop-That-Leak" campaign. Please do what you can to save Company material.

**Auditor Freight Claims Department**

Correspondent, NELLIE F. COLLISON

H. E. Bokman and Miss Lillian Foster, this department, worked industriously to have the Baltimore and Ohio represented in the inspection tour of France by the Good Will Association, and the less fortunate among us congratulate you, Miss Spengler, and hope to be able to wish you a Bon Voyage.

A most important meeting of our Welfare Association was held after office hours on February 14, our president presiding. The "Stand Patters" won an overwhelming victory, and as a result of this victory the association will continue to promote social features, etc., and the general welfare of its members. Quite a bit of comedy was enacted by our WHO and GRA in casting their votes.

Miss Lillian Dittmar was hostess to her many friends on February 6, the occasion being a "House Warming." Dancing and orchestral music filled the evening's program.

Among the notables present were George Hollowell, Miss Margaret Will and Miss Lillian Foster, of this department. The little germ "Flu" visited Miss Alta Baker and although she tried to make this visitor understand that she was otherwise engaged

for the evening of February 6, he was persistent with his intentions, and Miss Baker's regrets to Miss Dittmar followed.

Sir Galahad, impersonated by one HAB, missed a dramatic opportunity when his Marion slipped down the steps. Probably his winged heels were not properly adjusted. However, the shock received by our heroine occasioned another disappointment for Miss Dittmar.

A visit to the "Zoo" about upset the equanimity of one FXS. He was standing in front of the lion's cage when that beast gave a tremendous roar, whereupon our friend cut a straight path through the crowd, expressing himself afterwards as preferring to hear them exclaim, "There he goes" rather than "Don't he look natural?"

Wonders will never cease. T. B. says she doesn't know what caused her dreadfully bruised arm.

At last L. D. has resorted to rubber heels. We are thankful to "George" for the little things.

Death dealt us a terrific blow, and the beloved of three of our fellow workers yielded to its grim clutch on January 24, January 25 and January 26. Our deepest sympathies are with each one of you along the lonely road.

Keep your waste baskets empty, and STOP THAT LEAK!

We wish you much success and happiness in your new fields of endeavor, Messrs. Garner and Meyers, and are looking forward to great doings in our dining car service.

**Auditor Passenger Receipts**

Correspondent, FRANK O. CLARKE

The new Social Committee of our Welfare Association made a huge success of the dance given at Walbrook Hall on February 9. All enjoyed themselves to the utmost. Special features of the evening were songs by Mr. Benhoff and an exhibition dance by Mr. G. Smith and his partner, Miss Edith Cooper. The music, which was furnished by Nelson's Imperial Orchestra was such that no one could possibly resist its invitation. Our little "Tommy" sure did beat those drums, and "Nels" certainly can pick music out of a banjo. Those who are not members of our Welfare Association do not realize the fun they are missing. Come on in!

What was that commotion in the Division Bureau on February 14? Only our friend "Tommy" Cook announcing the arrival of a seven pound girl Valentine on the day before. We all congratulate you Tom, and may that smile on your face ever broaden.

Mrs. Anna Lawlor has returned to her duties after being ill. We hope that she may now enjoy good health.

Someone said our friend Goldsmith had proposed to a certain young lady, but was told by her to wait and she would let him know. Keep at it, George.

Here is a tip to those who believe in signs: There's something on Jessie's third finger that shines,

If these lines have not put you on the right track,

A full explanation may be had from "Zack."

The office folks extend their sympathy to Fred Miller and Walter Seems, who recently lost their mothers, and to Claude Howard and Miss Celeste Hayden, whose fathers recently passed away.

**Auditor Coal and Coke Receipts**

Correspondent, JOHN LIMPERT

Friends and Enemies—Nix, Burns and Spelden especially: Eddie White has bought a Ford! Stop, look and look again before crossing streets. This may be one of the ways to hold a hubby, but we doubt it. Just suppose the old boy should forget some day where he parked his treasure. Can you picture him rushing up Liberty, down Howards, out Lombard, around into Pratt, hailing every Ford that passeth? Or suppose he should climb into a Packard some day in mistake for his "Henry," or go home and forget it entirely.

Several suggestions of friendly advice are offered Mr. White by well meaning individuals among which are, never stop the "fliv" in the middle of the street to light a cigarette, or eat walnut taffy while driving.

Another engagement ring has made its appearance in the office, and is adorning the third finger on Miss Florenee Bennett's left hand. The lucky boy is Mr. Harry Shaefer. Understand "it won't be long now" before the wedding bells ring.

The office bowling league is getting along towards the close of the season and, including games of February 9, standing as follows:

	WON	LOST	PER CENT.
Royal Blues.....	38	22	633
Head Lights.....	35	25	583
Pull Men.....	32	28	534
Bumpers.....	15	45	250

Head Lights went into a tie with the leaders, night of February 2, but lost out the following week. Al Lehman had one of his good nights on February 2, rolling 335 for his three games.

**Conclusive Proof**

A quack doctor was advertising some medicine on the street corner.

Doctor: "I have sold these pills for twenty-five years and never heard a complaint. What does that prove?"

Voice from the crowd: "That dead men tell no tales."—Exchange.



Making the long cigarette holder to your own order  
Please mention our magazine when writing advertisers



## Eastern Lines

### Pier 22, New York

Correspondent, JOHN NEWMAN

Being a man of deep erudition, with a natural aptitude for shooting the bull, the correspondent stands ready to answer sundry and all fool questions put to him. Address questions to "Q. B." (questions box).

The following have been submitted:

Q. Why do girls blush?

A. They don't.

Q. Why has M. C. pink cheeks?

A. Pinxit.

Q. Why is J. R. dressing up?

A. M. M.

Q. Who got "Dotties" pearls?

A. Search me.

E. J. L. is a "polished gentleman, man-about-town, hot sport and all that" ("Jim" Lynch's definition). Also a "Jolly good fellow, that nobody can deny." And now gossip is adding still another lustre shedding title to the foregoing—that of "Gay Lothario," which is another name for what a young naturalist described as a "Red Shellfish." Scientific name "Lobsterus Sofibus."

Now and then, still frequently, something occurs that awakens memories of the days of fanfares and Godspeeds, cheers and tears, when our boys, sons and sweethearts, went "Over There," some to stay, others to return, whole or in part. Such a something was the recall and return of the last remnant of the A. E. F., the residue that has been kept doing police duty as a "Wacht am Rhein," since the Armistice was signed. This epilogue to the war history is not quite so exciting but just as dramatic as was the prologue. However that is not my theme.

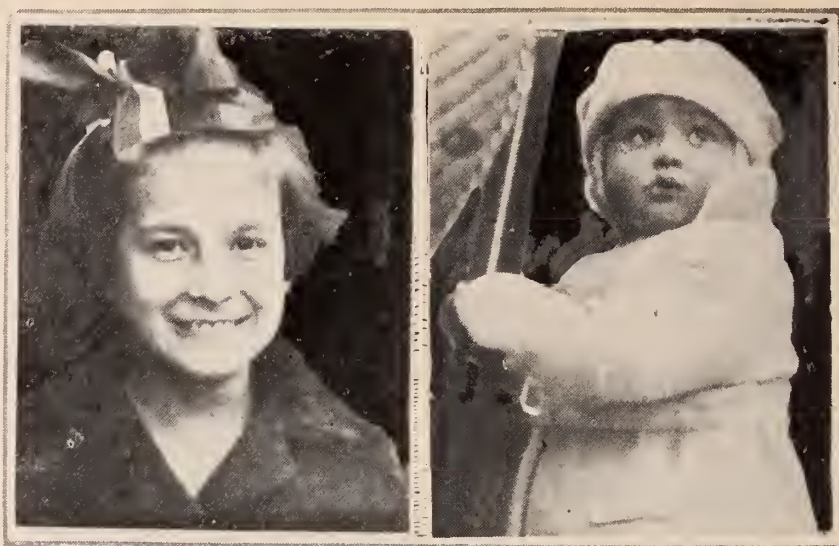
The other day one of the fellows in the office pointed out to me a new addition to the force. "See that quiet, modest looking chap," he quoth, "You wouldn't judge him to be a hero, would you? Well he went over with the 78th Division 6th Regiment U. S. Marines, and came back with the Croix de Guerre and the D. S. C. He was in the Champagne sector and one night while scouting he met three of the enemy, fell on them, and they were his; it is all in the Citation. Some kid!"

"Brave boy," said I, "and lucky," thinking of some other boys I knew, that were not decorated and didn't come back. The Gold Star Boys. "What's his name?"

"Jack Eigler," answered my informant. Jack Eigler, we salute you.



Lynch pictures Eigler of Pier 22, getting his D. S. C. for valorous service in the Great War



MT. CLARE BABIES  
Edna, 8 year old daughter of Machinist William Kraft, and Norman William, little son of Material Supervisor William G. Brown

With a due sense of gratefulness the correspondent begs to acknowledge receiving cards from many of the ladies of our office when they were having a fine time in various localities, as far east as Ireland and as far west as the Rocky Mountains, but mostly from points closer to the heart of the metropolis. We congratulate ourself on being so popular with the ladies, even though we do poke fun at them in our notes. It is written that "a little nonsense now and then is relished by the best of men," to which we would add: "also the worst of men and all the intermediaries." We like nonsense, coming and going. Seems to make life lighter and light brighter.

Making out a service voucher the other day to an alien named Krautwurst, "Bob" McCullough of the Division Accountant's Office who happened to be by, translated the name to "Hot Dog." Which led to a discussion of outlandish names and the suggestion was made that the authorities that Americanize the "furriners" should, when conferring the citizenship, confer an American name at the same time. Of course, as a matter of fact, most of the names could not be translated as easily and aptly as Krautwurst, but what is the matter with "Smith?"—Plenty of room for more of 'em!

## Staten Island Lines

Correspondent, G. J. GOOLIC

The employes of the Staten Island Lines extend their heartfelt sympathy in the following deaths, bringing bereavement to so many of our family: E. Viner, retired shopman, who died January 22, C. Peterson, retired carpenter, who died January 9, J. O'Neil, father of Viola C. Nelson, stenographer, Division Engineer's Office, who died February 10, Michael Lenza, crossing watchman, who died February 8, B. F. Fithian, agent at Tottenville, who died January 8.

A. Offerjust, Maintenance of Way timekeeper, was promoted to Motive Power timekeeper, vice C. Anderson, resigned. Walter H. Hill, fuel clerk, filled the position as Maintenance of Way timekeeper.

J. A. Goodski was promoted to stenographer and clerk to marine supervisor, vice Miss B. A. Gaynor, resigned.

Fred L. Vere was appointed stenographer and clerk in Superintendent's Office vice J.

A. Goodski, promoted. F. L. Vere was transferred from H. B. Voorhees' office.

Whoever wants to buy a good car, please see W. P. Slattery. He wants to sell his Chevrolet in order that he can purchase a larger one. There is a rumor that the reason he's getting a larger car is so he can take a trip to the Pacific coast this summer. Is this true, "Bill?"

## Mt. Clare Shops

Correspondent, WILLIAM H. ZELL  
Superintendent of Shop's Office

Poole, the COMING ATTORNEY, spent his vacation taking examinations in order to pass the BAR Exams.

Just a few words to welcome our new telephone operator, Miss Helen Mitchell, who took the place of Miss Dailey, who resigned just prior to the fire. We wish Miss Mitchell success and no doubt after she gets acquainted with the bunch, she will feel more at home.

## Stores Department

It has been a long time since the Stores Department has been heard from but we are living just the same, and now that Spring is approaching, we are going to blossom forth in full bloom.

H. Shoemaker, storekeeper, had a birthday on February 8. We all wish him many more happy ones—I suppose he remembers the Baltimore fire.

Cupid has again shot an arrow into our midst. This time he has pierced the heart of Miss Edna Buzzard. We all wish her great happiness.

From the looks of things there may be another surprise. Everyone knows that widows have charms.

We regret to hear that our assistant storekeeper, Harry Lauman, is ill and hope he'll be back with us soon. His absence is much felt—he is a sort of "Bureau of Information."

The Victrola continues to amuse at lunch time. Might be well for the gang to pitch in and buy a few records.

## Freight Track

H. Alker, carman, has been appointed one of our Safety First committeemen, and we know that he is going to do all in his power to make the Steel Car Shop a Safety First Shop. So, Boys, let's all lend him a



**HIGH GRADE KNIFE \$1.00 EASY MONEY \$75 to \$200 Monthly**

**Introduction Offer**—Full size knives with any design wanted mailed for \$1.00. For 25c. extra your name and address put on knife. This does not obligate you to act as agent. Size 3 3/4 inches.

**DISTRICT SALESMEN** wanted to introduce novelty knives and razors. One side shows owner's name and address; the other any design selected, emblems used by Societies, Fraternal, Labor, and Railroad orders, etc. Blades finest steel, handles clear as glass and unbreakable. Every knife guaranteed. Permanent employment, and exclusive territory to those willing to give most of their time. If you are earning less than \$1200 yearly let us show you how to make more. These knives make fine Birthday and Holiday PRESENTS. **NOVELTY CUTLERY CO. 335 Bar St., Canton, Ohio**



Camden Station Hall of Fame? No. 1

hand in doing his duty and see what a good record he can make.

J. T. McKittrick, carman helper, who was injured in an automobile accident recently, has recovered and is back at work.

Our M. C. B. clerk, "Heine," startled us the other day by coming in wearing a derby—we all thought it was "Pussyfoot" Johnson.

The accompanying photograph of Norman William Harrington, born December 23, 1921, grandson of Supervisor of Material William G. Brown. The other picture is of Edna M. Kraft, age 8, daughter of Machinist William Kraft.

**Accounting Department**

The stork visited the home of Mr. Vincent on February 3, bringing another little baby girl, Mildred. We extend hearty congratulations and trust mother and baby are doing well.

A good many of the young men in this office, we take notice, are eating their lunch at Stack's. Wonder what the attraction is!

**SAFETY FIRST**

**STOP** and look around before throwing anything from the tops of cars or engines, or when backing out rivets, as it is easy to injure a fellow workman passing by.

**ALL** employes working around cars, engines or dangerous machinery should wear their goggles over their eyes and not on the backs of their heads.

**FATAL** accidents are caused by carelessness, so watch your step.

**EVERYBODY** should interest himself in safety matters, and, if he observes anything that is not safe, he should call it to the attention of either the safety committeeman in his shop or to his foreman, in order that it can be corrected.

**TELL** the fellow next to you to be careful and keep his mind on what he is doing.

**YOU** should help anyone who is trying to do the safe and best things for not only himself but for the Company, and his fellow workmen.

**FOLLOW** your Safety First Rules—by putting them into effect you can be of great help to the other fellow.  
**INJURIES** can be avoided if you are careful.  
**REMEMBER**, when jacking up engines or cars, to see that your fingers, arms and hands are clear in case the jack should slip.  
**SAY** to the careless man that he could have avoided that accident if he had used a little more care in performing his duties.  
**TO** all the employes at Mt. Clare, I say that if they will follow these few Safety First Sayings they will reduce injuries and increase happiness.

ness. Mr. Lamar has bought a sport model Cleveland with a Boot-legger's trunk on the rear (as he terms it). Mr. Kelly invested in a Baby Grand Chevrolet; but we are told that before doing so he went to the Baltimore Automobile Show and there tried the fit of a Sedan on which he got stuck. It was necessary to disassemble the machine to get him out. Anyhow, "Ed." is particular as to fit and decided the Baby Grand would suit his purposes better.

Several of the young ladies in the office have gone in for toe dancing. We mention Miss Esther Auld and Miss May Schamel. Anyone who has a pair of toe dancing shoes that will fit will confer a favor by sending them to Miss Schamel.

A couple of colored ladies engaged in a snow ball combat the other day on Camden Street, while Correspondence Clerk "Ed." Hughes happened to be going by, and he received the missiles. "Ed." is a good checker player and presume he made the proper move.

Miss Pearl Berrett took the fatal step on January 30, and is now Mrs. John Ford. Congratulations. Miss Berrett is employed in the Division Accountant's Office, Camden.

Quietness was noticed in the office for a week. "Ed." Hughes was home sick. However, he is now back on the job, hale and hearty as ever, and the show goes merrily on. "Ed." has a standard lunch-con. If the menu is desired, write him.

After hearing "Abe" Lincoln sing, we don't wonder that his hat is too small for him.

Now that "Ed." Myerly is in an office by himself, mufflers have been removed from the cars of those in the office. Thanks! "Ed." sometimes enters into competition with the radio. Present day method don't suit "Ed." as he cuts the wires and just lets it go. Some noise.



Mrs. E. F. Keene, wife of general car foreman, Baltimore Terminals, and her little boy, who took first prize in a baby show last summer

**Baltimore Division**

Correspondent, W. H. TARR

Business has improved to such an extent that new men have been taken on as firemen and brakemen and the trainmaster's and road foremen's clerks are busily engaged in the handling of the new employes, with their other duties.

Agent J. M. Wright, Lansdowne, while hanging mail at the mail crane, fell and injured himself severely, and has been confined to University Hospital, Baltimore.

Agent J. D. Parker, Raphine, Va., who has been ill for some time, has returned to duty.

Train Dispatchers W. E. Rowe and H. Hambleton have been off sick for some time and we trust they will be back with us soon. Mr. Rowe has been suffering with a nervous breakdown.

Dispatchers M. T. Lamar and "Ed." Kelly have gone into the automobile busi-

CAMDEN STATION HALL OF FAME? No. 2.







SOME OF OUR FOLKS AT SWAN CREEK

Left: F. H. Budnick, first trick water station pumper. Mr. Budnick has a 22-year service record, 20 years of which he has spent here. Right, J. L. McFadden, second trick water station pumper, with Mrs. McFadden and two of their babies, Laura Virginia and Ruth Priscilla

Miss Elizabeth Carr won a dollar the other day—she did not talk to "Pete" for a whole week.

Sympathy is extended Joseph J. Benick, clerk in Division Accountant's Office, in the death of his father on January 17. Mr. Benick's father lived to the age of 71. Floral design was sent by members of the office force. Mr. Benick takes this means of expressing his appreciation.

Dispatcher C. A. Hopwood lost his mother on February 6. Sympathy is extended.

#### East Side, Philadelphia, Pa.

Correspondent, CHARLES H. MINNICH

Our sympathies are extended to Samuel Land whose wife died suddenly about January 15.

We also regret to note the sudden death of T. C. Tate, night baggage agent at 24th and Chestnut Streets passenger station. Mr. Tate's death was due to a severe attack of acute indigestion.

Maintenance of Way Supervisor Waskey has been "among the missing" for the past month. Upon investigation we found that he has taken unto himself a wife and was touring the South, including Palm Beach. Congratulations!

Pleased to report that Frank Brennan has recovered from an attack of pneumonia which caused his absence from us for two months and that he will soon be with us again with his Irish wit and cheerful disposition.

"Day by day in every way the railroads seem to get busier and busier." Let the good work keep up!

#### Washington, D. C. Freight Station

Correspondent, W. L. WHITING

It is always a pleasure to hear good reports concerning those with whom we have at times been connected and a very happy surprise came in the report from Buffalo, N. Y. that Mrs. J. C. Krieger, formerly Miss Jane McDonnell, had presented to the community a fine, large, bustling boy! Both "Joe" and "Jane" were for a long time employes of the

Baltimore and Ohio at this station. "Joe" was demurrage clerk and "Jane" was agent's stenographer. The sister, Miss Mary McDonnell, cashier's stenographer here, took a rush trip to Buffalo to act as Godmother to the newly-arrived infant, and returned full of enthusiasm over the happy event. She reports that both mother and baby are getting along finely, and that "the only baby in the world" is in every way a "Buster." Congratulations to the happy parents, and wishes for many happy returns of the day!

The Relief Department recently made a change in our medical examiner, Dr. H. B. Guistwhite being transferred to Keyser, W. Va., and Dr. F. H. D. Biser coming from that point here. We wish the departing one all success, and welcome the coming one to our community.

The prevalent epidemic of "Flu" has considerably interfered with the peaceful running of our office, many of our force having fallen victims to its ravages. O. S. & D. Clerks John B. Everson and Miss Winnie Tyler are among those who suffered the most. "Johnnie" Everson has returned to duty, but Miss Tyler is still absent.

J. H. Huhn has been sick for several days. Reports show good improvement in his case, point to a quick return to duty.

E. C. "Jack" Mullikin, collection clerk, has just returned from a trip to Florida for his health. He shows the benefit he has received from his trip, and makes some of those who are ailing wish that they were able to enjoy that wonderful climate.

But although these notes are being penned while the snow is falling here, and shows signs of continuing to do so, yet out in our yard is the Pullman coach of the John R. Van Arnam Minstrel Show! This is a sign that Spring is on its way, and that the blue birds will soon appear. It will not be long before the Annual Circus trains appear on our tracks, and then Good-bye, Old Winter, for a year.

It is pleasing to state that during the month of January, 1923, this station made an increase of \$151,018.18 in revenue, and

of 44,000 tons handled, over the month of January, 1922! This is good work and bears out our statement that we have been making lately regarding the outlook for increased business during the present year at this station.

The month of December, 1922, also showed a large increase over the same month in 1921; but that is last year, and we are content to rest on our laurels earned this year.

Let's put our shoulder to the wheel to handle all that is given us so well that our shippers just can't help coming back for "more!"

#### Brunswick

Correspondent, R. L. MUCH, Conductor

Frank Robey—"star" bowler of the Imperial Bowling Team, defeated Brunswick's Champion, Chief Caller Floyd Strickler, by a few pins the other day. Floyd says he will trim him next game.

One hundred and sixty two ladies, wives and daughters of our employes, took the degree of Pocahontas in Red Men's Hall recently under the crack initiatory team from Frederick. Mrs. Emma Hawkins, wife of Conductor Hawkins, was mentioned for president of the association.

Conductor Earl Grams, whose finger was mashed on the hump, is getting along well. Earl is lucky this time, as two of his fingers were lost off the same hand some time ago.

A very distressing and painful accident happened to Yardmaster Sprigg Hedges, son of Doctor H. S. Hedges. In passing a load of stock a mule kicked off a piece of board which struck Mr. Hedges in the eye, causing the sight to be destroyed. Sprigg is very popular among our trainmen and we offer him our deepest sympathy.

Veterans' Secretary Kirk Compton, spoke very highly of his visit to Baltimore where he attended the meeting of the Veterans Association. A big time is expected by us all when the annual celebration will be held here this summer.

Assistant Yardmaster Thomas is strutting around like a peacock on account of the arrival of a little yardmaster at his home.

Brother John W. Peyton, who has been suffering with a heavy cold, is getting along quite well. Mr. Peyton is one of our hard workers, and always has a good word for everyone.

The sight of new rolling stock coming through our yards here is very cheering to us all; it shows that the Best and Only is right on top of the business end of it and we are on the job to do our bit.

#### Cumberland Division

Correspondent, JOHN J. SELL

"Stop that Leak." A suggestion in time may save nine (dollars or lives).

We are always glad to hear a good word spoken of our employes by our patrons. Recently one of our employes was riding over the M. & K. Sub-division, when an officer of the Connellsville Basin C. & C. Co. remarked that Assistant Road Foreman of Engines F. R. Browning was one of the most accommodating officials he had come into contact with; it is sentiment of this kind that gets business.

The accompanying is a good likeness of Rose-Mary the 18 month old daughter of A. J. Kelly, district supervisor of terminals.

They are telling a good one on our old friend, "Charley" Wigal. It appears that





**LITTLE CUMBERLAND FOLK**

Left: William Elwood, 13-years old son of Icing Supervisor W. A. Johnson. Right: Little Rose Mary, 18-months old daughter of A. J. Kelly

Crew Dispatcher M. W. Fuller presented "Charley" with a fine rabbit dog, and being some hunter, "Charley" had to give the dog a tryout. Taking him some distance out the pike he turned him loose in the wood to jump up Br'er Rabbit. After a good deal of barking no rabbit put in an appearance, so one of the party beat the brush and jumped up a rabbit, the sight of which caused the dog great excitement. What will you take for him, "Charlie?"

Accompanying is a good picture of William Elwood Johnson, 13 year old son of W. A. Johnson, icing supervisor, Cumberland Terminal.

One of our officers has suggested the following for consideration by our train and engine employes, in connection with the "Stop that Leak" drive:

Proper use of train and engine supplies, proper care of supplies drawn from store-room, conserving of usable material, picking up such articles as they find in day's work, proper report of all material placed on foreign cars on line of road, in order that owners can be billed for it.

Our efficient operator, Oscar J. Rash, Hancock, has responded splendidly in the "Stop that Leak" drive, having contributed several suggestions which have been given prompt consideration, and will probably effect economies and better operations. Keep up the good work, Oscar!

During the latter part of January we were paid a visit by several officials of the New York, New Haven and Hartford Railroad, who made an inspection of our shops and facilities in Cumberland. The party included Mr. Townsend, assistant to the president and A. J. Devlin, superintendent of production and bonus, and was shown through our roundhouse, back shops, reclamation plant, car yards and storerooms, conducted by several of our operating officials. The visitors were high in their praise of the manner in which our operations are conducted, and the clean condition in which they found the facilities. Every employe who has anything to do with the keeping of our facilities and surroundings in proper shape, can feel proud of the visitors' comments.

Many friends of the former secretary to the division engineer, Miss Laura Lingamfelter, were surprised to hear of

her marriage to Mr. Carl G. Degen, of Martinsburg, W. Va., which took place February 12, at Martinsburg. Much luck is wished by their many friends to the happy couple.

Our old friend, W. H. Gatehouse, has been doing his bit in the "Stop that Leak" drive. "Professor," is M. P. labor distributor in the Division Accountant's Office and has succeeded by the use of a pencil holder to use a pencil in his work to the size of half-inch. This is only one of the many ways the "Prof." has effected economies, paying marked attention to the use of forms and other stationery supplies, and always using obsolete or imperfect forms for scratch paper, thereby getting the most out of every item.

A number of our engine crews on the Cumberland Division have been doing good work in the way of conserving fuel. Quite a few have been able to show a one hundred per cent. performance in this connection. They have been written a letter by Superintendent Van Horn, congratulating them on their performance.

**TAILORING \$50 to \$100 a week AGENTS WANTED**

Tailoring agents earn \$50 to \$100 a week selling virgin wool tailored-to-order suits and overcoats direct to wearer. All one price, \$29.50. Wonderful values. Rich assortment of fabrics. We furnish 6x9 swatch outfit and free advertising. Protected territory. Commissions in advance. Will train inexperienced men who are honest, industrious, ambitious.

J. B. SIMPSON, Inc., 831 W. Adams St., Dept. 507 Chicago

The Baltimore and Ohio Cumberland Shop Band has been winning new laurels recently, having given several concerts in Local Theatres and in neighboring cities, where they have received much praise.

**Martinsburg**

Correspondent, W. L. STEPHENS

The accompanying photographs portray the hunting party of Boilermaker J. G. Davis of the shop. These mighty hunters can give the illustrious Nimrod pointers in this sportsman's game. The party included John G. Davis, Dr. W. T. Jenkins, Dentist Charles Baker, George Hersfal and Ward Wicklin of the Interwoven Mills. John says the rabbits were as thick as cranberries in the bogs of Jersey. Did you ever hear of rabbits growing on cranberry bushes? Some happy hunting ground!

The Ladies' Auxiliary is planning various social activities and under the leadership of Mrs. C. E. Auld and her staff of live wires the chapter is humming with increased vigor.

The death angel has been especially busy in and around Martinsburg and his grim hand has fallen upon a number of railroad employes and their friends.

Mrs. Kate Grove, widow of Conductor George Grove, died at her home, 208 East Martin Street, from heart trouble. Mrs. Grove was a member of the Ladies' Auxiliary to the Baltimore and Ohio Veterans.

William Anthony Chambers, Veteran Baltimore and Ohio painter, died at his home, 414 West John Street, after a short illness of paralysis. He was born in this city 74 years ago and at an early age entered the service of the Baltimore and Ohio and spent 51 years of his long life in its service. Three years ago he was placed upon the retired list and awarded the 50 year service button. The deceased was a faithful and conscientious employe and had the



**MARTINSBURG HUNTERS AND THEIR CATCH**

Left to right: J. G. Davis, Dr. W. T. Jenkins, Charles Baker George Hirsful Ward Macklin  
Please mention our magazine when writing advertisers



rare luck to escape with but a few days sickness during his 51 years of service. He was a consistent member of the First Baptist Church and was a regular attendant at all the church services. He was a member of Equality Lodge No. 44 A. F. & A. M., Washington Lodge No. 1, K. of P. and Brunswick of Baltimore and Ohio Veterans. Eight children survive.

James W. D. Conner, another old pensioned employe, died at the home of his daughter, Mrs. Blanche Rife, 504 North Queen Street, on Wednesday, January 24. The deceased was born in Jefferson County W. Va., 74 years ago. He came to this city early in life and when quite a young man entered the service of the Baltimore and Ohio, serving in different positions during a period of 40 years. The later years of his active service were spent as crossing watchman at Queen Street Crossing, from which position he was retired. He was a member of the local association of Veteran Baltimore and Ohio employes.

#### Keyser

Correspondent, H. B. KIGHT  
Ticket Clerk

The accompanying photograph is of the force who kept things moving in Keyser yard, during the Flu epidemic a few years ago. Reading from left to right are: W. H. Virts, yardmaster; Mrs. Stella Salyards, Miss Bertie Lark, Harry K. Atkins and Miss Ellen Hessen.

It is with deepest sympathy that we report the untimely death of Mrs. H. S. Hoffman, wife of west end engineman, which occurred in a Cumberland hospital on February 10.

"Charlie," the church carpet looked fine after you had finished with that vacuum sweeper.

We extend to our friend, Mr. Albert Droege, general superintendent of the New York, New Haven and Hartford Railroad, our heartfelt sympathy in the death of his aged mother, which occurred at Deer Park. The Droege's were the first settlers of good old Deer Park, and during my summer stays at the Hotel station, I learned to know them and to love them.

Brakeman P. Hott is back on the job after having been off for some time suffering with a couple of broken ribs, which injury he sustained while performing his duties at Hutton.

#### Fine Efficiency Record

Here is a record of which every West End employe must be proud. We realize that



They did yeoman service during the "Flu" epidemic of 1918-19 in Keyser yard. See notes

Please mention our magazine when writing advertisers

**Best Layer Leghorn Hatching Eggs**  
S. C. W. Leghorn hatching eggs from the 50 best layers selected from a flock of 300 that laid \$742.00 worth of eggs at wholesale market prices during Nov. Dec. and Jan. of last winter. \$1.50 per 15, \$7.00 per 100. Book your orders ahead.  
R. W. CROSS, Cert. 76M  
Box 84 Shenandoah Junc., W. Va.

DEPOSITS \$1,055,260.26  
**The First National Bank**  
Keyser, W. Va.  
SPECIAL SAVINGS DEPARTMENT  
Interest paid every six months  
from date of deposit

WATCHES CHAINS  
**FRANK P. GREENWADE, KEYSER**  
Representing F. C. Stauring  
CHARMS REPAIRS  
Easy Terms to Baltimore and Ohio Employees

We have a big, mountainous division and that we move lots of freight, but did you know that during January, 1923 we had the best movement on record? During that month there were moved 47739 loads and 32879 empties, making a total of 80618 cars. The best previous monthly movement was in October, 1919 when there were moved 44539 loads and 33000 empties, making a total of 77539 cars moved during that month.

The reduction in the cost of fuel for the month of January was \$17,700 over the same month last year. There was a \$773.00 reduction over the same month last year on fuel used in the Keyser yards and \$366.00 reduction on fuel for passenger service on this division over the same period.

Who would ever think that Cupid would have shot an arrow that hit the heart of Assistant Yardmaster "Neil" O'Connell? But Cupid did, and recently we learned of Neil's marriage to Miss Sallie Houser, of Keyser. We con gratulate the happy couple, and welcome Mrs. O'Connell into our Baltimore and Ohio family.

Yardmaster Charles Stone, who looks after things in the yards at Willard, paid homefolks at Keyser a visit, last month.



#### A Tiny Picture for a Noisy Story!

Sorry to learn of the destruction by fire of the home of Engineman V. E. Lynch, at Newburg, a few days ago.

The "Stop That Leak" Campaign is now on, and should continue to be on all the time. Do you realize, men, that waste of time, of material, etc., is a leak that is ever draining the finances of the Company for which we work, and that we, as employes, should be interested enough to do our utmost to help stop the leaks. There are so many ways in which a small leak can occur, and it gradually grows to a big leak, so appoint yourself as a committee of one to help save for the Company.

In conversation with me a few days ago on the above subject, Fireman Fay Hartman told me that he had gotten seventeen grate bar shakers out of a scrap bin and had brought them into this terminal on the front of his engine. Good work, "Fay!"

Mrs. Stover, wife of our genial agent, underwent a serious operation at the Hoffman Hospital. She is reported as doing nicely.

We extend to Conductor John Chrisman, also to Miss Blanche, stenographer in the Terminal Trainmaster's Office, our deepest sympathy on the death of Mrs. W. C. Pifer, daughter and sister, respectively.

Regret to report the serious injury of West End Conductor Harry Cole. Accommodation train No. 36 struck him at Blaser. He was rushed to the Cumberland Hospital where he is doing as well as could be expected.

#### Shop Notes

Our files are now located in record time and the familiar quotation "We have no file on this letter," eliminated from the office vocabulary, since Leaner has equipped herself with glasses.

A. R. A. Clerk Ethel has requested copies of all bulletins posted by the Staten Island Rapid Transit Railway, advertising vacant clerical positions.

Boilermaker Foreman Spicer kept "Shadow" Paxton and "Bill" Wolfe in the fire box of engine 7021, all day February 2, Ground Hog Day.

Our messenger "Carrie," says she only needs \$498.00 to complete the \$500.00 nest egg she wants to have, providing George secures permanent employment.

With New Year resolutions still intact, several revival meetings in progress and the presence of Lent, "Ginnie" says the bootleggers have reduced prices 25 per cent. and six of them have gone to work.

Our congratulations are extended to Shop Clerk and Mrs. Dietz, on the birth of a son and heir. Hugh says that while this is a decided improvement as well as a betterment, a Form 940 will not be necessary. Note cartoon above.



# THE BUNN SPECIAL

## The Foremost American Railroad Watch



21 Jewels

Designed Especially  
For The Railroad  
Man Who Desires  
An Attractive, Dur-  
able And Highly  
Accurate Timekeeper



23 Jewels

ADJUSTED TO SIX POSITIONS

“If You Have a Bunn Special,  
You Have The Right Time.”

BUILT IN 16 AND 18 SIZES, 23 AND 21 JEWELS

*Write for Circular*

ILLINOIS WATCH COMPANY

SPRINGFIELD, ILLINOIS

*Please mention our magazine when writing advertisers*





Left: Bridge No. 552, Romney-Petersburg Branch; center: Carpenter Foreman George Clarke and "the gang;" right: Frederick Wilson, 8 year old son of Yard Foreman H. W. Gross

B. J. Davis, our popular work report writer, has resumed duty after recovering from the "Flu." Good nursing, no doubt, kept him in the house a little longer than necessary. As "Do Do" says, "It is so good for 'B. J.' to be sick."

The mystery of the office, "What do Alice and Ruth talk about?" They have evidently taken up the wrong vocation in life—they would make star reporters for the Mineral Daily News.

P. J. Chesshire, our veteran wreckmaster, is able to move about after the injury to his foot some time ago. "Perry" says he will enjoy the breezes of Florida, accompanied by his wife, before returning to harness again.

G. E. Sirbaugh, old "Safety First," at the shop, states that he is going to put Keyser on the map once again as far as Safety work is concerned and cop the banner for the year 1923.

Certainly he is doing his part to bring about the desired results. "Ed" states that he gets more knocks than any two armed men on the division, gets more results with one arm than 100 men with two arms and has still got the "pep." He is covering a lot of territory and we all wish him success.

While in Baltimore a few days ago Clerk G. H. Sheetz had the opportunity to converse with the chauffeur of President Willard, in front of the Baltimore and Ohio Building. "Sheeny" has since been telling his friends at Keyser, the kind of car, number of cylinders, speed, cost of maintenance, make of tires as well as the riding qualities and comfort of same.

The monthly A. R. A. meetings that are held in the Office of the Car Foreman at this station are producing beneficial results in A. R. A. work in this territory. At the last meeting on January 18, from 7.30 to 11.00 p. m. there were present 29 employees. Recent changes in A. R. A. rules, proper checking of bill, wrong numbers or initial, reading of circulars, etc., were reviewed, and explanations and suggestions offered to facilitate the proper handling of this class of work.

**Deer Park**

Correspondent, F. W. REIS

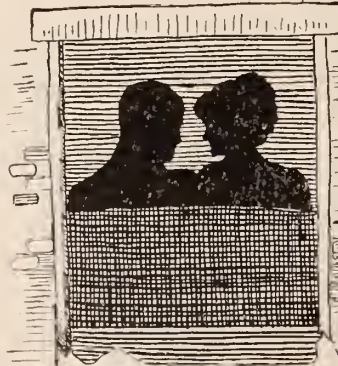
Cesare P. Orbello died on December 29, 1922. Mr. Orbello was born in Tenda, Italy, in 1856. He came to America at the age of eighteen on an American man of war. He became a naturalized American citizen a few years after becoming of age.

In the year 1882 he married Miss Alice Greenwell. Two years later, he was first employed by the Railroad at Deer Park Hotel in capacity of chef and continued in this position for about 20 years and he then took the combination position as chef and steward at the request of one of our presidents. He held this position until two years ago, when he retired from active service.

During his work at the Deer Park Hotel

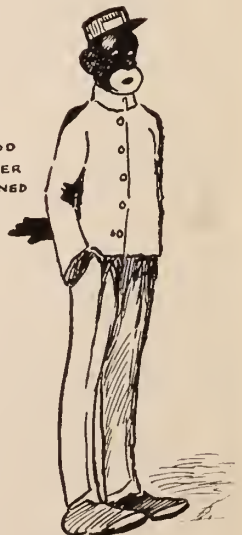
he cooked for and served many Railroad presidents. President Cleveland was his guest in 1886; he was on his honeymoon at this time. President Harrison was another guest that he served.

Mr. Orbello is survived by his beloved widow; two daughters, Mrs. Mazie Simons and Mrs. Edith Orme; two grand children; and one son, Mr. Frank P. Orbello, manager of the Hotel Driscoll, Washington, D. C.



TO BE SEEN ON PIEDMONT ST ON ANY COLD NIGHT

RUSSIAN BOOTS IMPORTED FROM CUMBO BY OUR STENOGRAPHER WE HAVE SINCE LEARNED THEY HAVE BEEN EXPORTED BACK TO CUMBERLAND



OUR JANITOR



**Timber Treating Plant, Green Spring, W. Va.**

Correspondent, E. E. ALEXANDER

The accompanying pictures show Master Frederick Wilson Gross, eight year old son of Yard Foreman H. W. Gross, oldest Plant employe in point of service. Master Gross is interested in Timber Preservation, is in the second grade at school at the head of his class and quite mechanically inclined. We predict big things for him. Snap shot of Bridge No. 552, over the South Branch. Carpenter Foreman George Clark (at left of motor car) and his gang, William Ganoe, Tom McInturf, George Haines, William Crock, T. W. Crock and T. W. Kent.

**Pittsburgh**

Correspondents, EARL FAIRGRIEVE and MARY BREEN

**Be a Booster**

We have no little amount of preaching on this "Boosting" question, but a few words more will surely be of no harm and may possibly be of a little assistance to someone.

Boost yourself, your work, your department, and last but by no means least—boost your Railroad. The more earnestly you do your boosting, the more efficient you will become.

You wouldn't want to be a bluffer, would you? No, because there are already too many of that species walking around loose just at this time. Do we admire or overlook them? Most assuredly, no. It's easy to see through them. There's nothing there but the big front and when they are turned around, we find there is no backbone.

After a while, when we have thoroughly acquired this habit of boosting, for repetition makes for habit—why you'll even surprise yourself at this interesting game.

For these reasons, don't let any opportunity slip by. No matter how trifling, if you have a chance to give your railroad a Boost, then by all means do it, because while there is none better than it, we will be able to make it just a little better than the best. For instance, a friend may be intending to make a trip. Get after him—be a "go-getter;" in the end, it is the little things that count, and it is by following up these little things that we finally reach the bigger ones.

**Monongah Division**

Correspondent, ANNA MARY UNKS

Heard in the Car Distributor's Office

Jaek says—

Day by day  
In every way  
I'm getting thinner  
And thinner.

Marie says—

Day by day  
In every way I'm getting  
Fatter and fatter.

B says—

Every day  
In every way  
I'm getting shorter  
And shorter—of cars.

Mr. Keller, Car Distributor's Office, has accepted a new position in the freight office at Fairmont, W. Va. We wish him success.

Jaek has decided to give Anna a new position. We have a big picture of Anna in gingham and kitchens.

Lelia Ware is spending every other in Clarksburg, W. Va., gathering knowledge at a business school. We wonder—

Marie Deegan has gone back to the Car Distributor's Office—so on with the entertainment.

C. R. Wolfe, night clerk in the Chief Dispatcher's Office, is ill. We wish him a speedy recovery.

A. P. Lavelle, branch dispatcher, has been indisposed. We are glad to have him back among us.

We are still looking for that visit which Austin Staley of Fairmont, W. Va. promised us about eight or ten months ago.

The friends of Miss Mamie Eichelberger and Richard Foley congratulate and wish them much happiness. They were married in St. Augustine's Catholic Church on February 6. The happy couple spent their honeymoon touring a few of the eastern cities, after which they will make their home in Grafton, W. Va., where the bridegroom is employed by the Company as a machinist. Miss Eichelberger was also in our employ. Congratulations!

Anna Niland, Car Distributor's Office, is spending a day or so in Clarksburg, W. Va. We wonder what it is that proves itself so attractive to draw her so far from home.

**Charleston Division**

Correspondent, M. W. JONES

Secretary to Superintendent

"If more men would try to break their own records, and fewer to get ahead of the other fellow, there would result that kind of competition which would spell PROGRESS in capital letters. In the end, very little is gained by downing somebody else."

In connection with the "STOP THAT LEAK" Campaign, special attention is called to our division honor roll this month, which is larger than it has been for some time, and which shows that the appeal of our Management for assistance in the economy campaign has not, on this Division, fallen on deaf ears.

We note with pleasure that in January, on the fuel performance sheet, the Charleston Division came up from tenth to second

**TO STOP WORKING**

With an annual income to meet your needs, is what you want and can have. Others are doing it, and you can by putting your spare dollars where they will grow like good seed in good ground, bring back an hundredfold or more every year. No scheme, square business. It's all in knowing HOW, WHEN, and WHERE. Send for our Free Book, "THE AVOCADO," Nature's perfect food product, that is making poor men rich. SQUARE DEAL L. & D. CO., 1135 W. Flagler St., Miami, Florida.

place on the system, but we are still too near the foot of the list on freight and yard service. However, the passenger showing is a good beginning and we hope the other two will make an upward move in February. IT CAN BE DONE!

A few days ago Vice President C. W. Galloway, General Counsel J. J. Cornwell, General Manager E. W. Scheer, General Superintendent Transportation W. G. Curren, General Superintendent Scott and Superintendent Holverstott visited Weston for the purpose of holding a conference with the local Chamber of Commerce. The general officers were entertained at an "Open Forum" dinner in the evening, and addresses were made by all. The meeting was interesting throughout, and our general officers were given a royal reception when they rose to deliver their message to our townspeople and patrons.

Courtesy helps to Stop a Leak just as well as anything else. Lack of courtesy will drive patrons away from us, and that makes a big LEAK, namely loss of traffic. That Conductor R. A. Brake and Brakeman J. B. White do not propose to have any such leaks charged against them is amply proved by their commendation as noted last month. We herewith present a photo of Brakeman J. B. White, who entered our service in 1917, and is now a promoted man. Congratulations are in order on his enviable record. We hope to show Mr. Brake next month. Being a naturally modest man, it's hard to get his "Phiz," but we have our scouts out on him.

Section Foreman J. E. Riffle, who entered our service in 1910, as a trackman and was promoted to foreman in 1915, now has charge of Section 27 at Crawford. He was one of the lucky ones who was judged to have had the best track on his Sub Division,

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CUT OUT AND MAIL





J. E. Riffe, Section 27, and Passenger Brakeman J. B. White

and was awarded a prize. Here is his picture, taken "right on the job" and that's where he always is, the proof being his prize.

We are in receipt of a letter from our former co-workers and friends, Mr. and Mrs. W. E. Kearfott, who now live in Baltimore, reading as follows:

Mr. Kearfott and I wish to thank the Charleston Division through the Baltimore and Ohio MAGAZINE for their wonderful present on the occasion of our marriage. We have no words to express our feelings for all the folks who were so kind, and we think there is no better way than to ask our friend, the Charleston Division correspondent, to help us. The silver was a beautiful and useful gift and is deeply appreciated by us both."

Charleston Division boys and girls, consider yourselves thanked individually, and we all wish "Bill" and Bernice every luck in their new home.

Sickness has had its innings in our midst during the past month. However, we are glad to say that every one is either back to work or well on the way to recovery. Trainmaster Nichols has the sincere sympathy of every one in the serious illness of his boy. Latest reports at the time of writing indicate that he is out of danger, and we sincerely hope so. Our sympathy goes to Agent J. A. Fisher in the loss of his brother. Trainmaster Decgans family are well on the way to recovery. Miss Justus, Miss Hayden and Miss Hostetler of the offices, have all been "down" but are now "out."

The eligible list of young and handsome bachelors on the Charleston Division is slowly but surely getting smaller, last month another of them, "Bill" Kearfott, fell by the wayside. For the information of prospective applicants, we give the following information: Brooke, Richard (Major U. S. A.) Age (?), reasonably young, handsome, fairly well endowed with this world's goods. Came back from France heart whole and fancy free. Highly recommended by all who know him as the ideal hubby. To be found somewhere on the Charleston Division. When at home lives in Weston.

Workmeister, John. Position, Claim Agent. Age, the right side of 40. Good to look at, well educated. A real "Mr. Fixit." Inquiry develops that his only love at present is "Charlie." Would look fine seated by his own fire side, reading the Weston

Independent under the soft glow of the M. V. T. electric light, to the fortunate lady of his choice.

Carpenter, John C. A real train dispatcher. Not yet gone, but the same as if he were. Therefore no applications received.

Houghton, Victor. Chief Clerk to Agent. Open to consider carefully all applications. Address, Freight House, Weston. Tall, slender and a regular "Matinee idol." Suspicions aroused for a while, but have died down of late. Further details in writing to any applicant.

Lynch, H. A. Assistant Division Engineer. An "A-1" subject. Formerly of Baltimore, now of Weston. Rumor sayeth that "There's a reason" why he did hate to leave Baltimore, and that he has recently been inquiring in town as to rents, cost of living. However, girls of the Charleston Division, "While there's life, there's hope."

And that completes the list, except for "Si." Seymour of the Division Accountant's Office. Young, blue eyes, fair, curly hair, a confirmed bowler, yet a real home man, steady as they make 'em, "Si" will consider carefully any attractions which may be offered. Next month we will list some of our girls, with the principal attractions, but candor compels us to admit that the list will be much longer. Maybe there's more girls than boys in this Statc. It would seem so.

Will the people named please answer the following questions?

Mr. Brooke: Why did you bribe the correspondent?

Mr. Sevens: What did you say when the furnace in the cellar back fired in your face? Can we print it? Did Mrs. Sevens hear it?

Mr. Schide: Why build a motor boat? Do you expect to run it down Main Street? Why not build a Flivver instead?

Mr. Pickens: Why do you like "chickens" so well?

Miss Justus: When will it be?

Miss Peg: What action are you taking to get the bonus bill through?

Mr. Kelly: Wholesale or retail? Which and why?

Miss Feagans: Do you like Railroad or grocery business best?

Miss Tivey: What do you know about the various parts of an engine? You seem to have a good teacher. May we sell you a loco dictionary?

Miss Hickman: Why did you quit going to Grafton so often?

Mr. McOsker: How do you like to be papa?

Mr. Lynch: Why paint the window? Give the girls a show!

Mr. Staples: Would you rather be a big man like chief dispatcher, or have a small job in a sugar factory in Cuba?

Mr. Marsh: How do you like the new times of 57 and 58 at Buckhannon?

Mr. Dixon: Do you like oysters? Or do you wish all coal operators were clams?

Miss Hayden: Mention your most embarrassing moment in 1922.

Of course parliamentary language must be used in replying to these questions; otherwise they won't be printed.

Our congratulations go to Mr. Oatman, Newark Division, prize winner in the MAGAZINE contest for 1922. He deserved it, too.

By the way, we heard a story the other day of a man near here who is going to sue his neighbor for letting his cow out on the road at night without "Tail lights." What's matter with the Railroads doing that when our friends' cows stray on the track?

## Wheeling Division

Correspondent, MARIE SLATTERICK

This month we have so many on the sick list that it keeps us busy marking down names. Here are a few who have been very sick: John Wise, chainman, Division Engineer's Corps, who has the "flu." A. L. Lowe, track supervisor at Huntington, who has the measles. Miss Hilda Boring, stenographer in the Car Distributor's Office, who was ill last month and is off again account of the gripple. Brakeman "Bert" Malone, who is suffering from a severe cold, also Passenger Brakeman A. H. Hill, who is confined to his home account of a bad cold. Passenger Conductor "Ed." Kemple and Engineer G. E. Gatewood are also off account of the gripple. Miss Mary Simmons, stenographer, Superintendent's Office, who was home due to a bad siege of the gripple.

Inasmuch as it would take too much space to wish each a prompt recovery individually we'll do so collectively and sincerely hope they all come back strong and healthy in a short while.

We don't know how some people happen to be so popular but it just seems as though the Michel boys of the Accounting Department break into print every month. This time "Tony" and "Larry" have caused themselves to be written up because of their being smitten with the young lady who works in the bake shop adjacent. The bone of contention seems to be that they can't decide which likes her better. Has anybody any advice as to how they could discover this all-important fact?

Harry Villers has been working third trick at Denver telegraph office in place of William Daugherty, off on business of great importance.

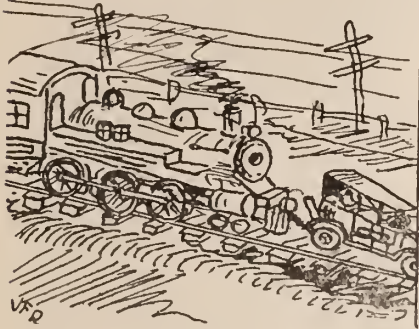
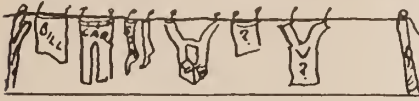
William Daugherty, third trick man at Denver, has been off two weeks; we understand he has been making preparations to be married but while en route to Akron to meet his bride-to-be encountered bad luck with his car, gave up the trip in disgust and came back to resume his duties. Better luck next time, maybe!

"Joe" Stoops, trackman, is improving from injuries received while laying rail in Board Tree Tunnel.

Frank Jones, operator at Mannington, has been off account sickness in his family.



**JERRY'S LINE**



Mrs. Elmer Mills, wife of our night pumper at Denver, is improving after a serious illness.

Lawrence Chaney, presiding elder at Denver Sunday School class, spent what time he could from his strenuous duties as Second Trick Man at Denver in "Ed." Hager's place, with his parents in Littleton last month. "Larry's" a pretty nice boy but when he gets down among the "wilds" of Denver for a while he gets pretty wild and needs the restraint of parental influence to calm him down.

We have word from "Ed." Hager, second trick at Denver, who is spending the winter in Florida, that he is catching bass from 10 to 25 pounds in weight! Wow!

We regret to report the death of the mother of L. E. Haislip, assistant division engineer, on February 5 at Grafton. Mrs. Haislip was somewhat over 75 years old and died suddenly of ptomaine poisoning.

Among the visitors we had this month were Mrs. E. V. Smith and daughter Miss Martha Lee. Mrs. Smith is the widow of our former beloved superintendent who died during the winter of '20-21. They stopped in to bid us "hello" and were gone again.

Every now and then we run across funny things and have funnier things called to our attention. Here's a good one: The other day while Station Master Robey was letting passengers through gates to the trains, a lady and baby (so he thought) passed through and he noticed at the time that the baby was held oh! so tenderly and was bundled up so carefully. But when this same lady was about to step on the coach the baby(?) lifted up its head and began to lick the lady's cheek! The conductor noticed what it was at once and the lady was requested to remove her burden to the baggage room. Of course we know that babies are affectionate yet they hardly demonstrate in this way. Just the same, however, Mr. Robey can hardly be blamed for mistaking the canine for a real live baby for it was all wrapped up in a fluffy white shawl and was about the size of a 10-month old!!

**Benwood Shop**

Correspondent, J. L. CUSACK

Understand that when "Bill" Muldrew, carman at Benwood, was touring the west in his "Lizzie," an engine was rerailed with the aid of his "car." No, this car is not for sale by a long shot.

**STOP THAT LEAK!**

That "Sox" Stocking is economical has been approved. On account of the high cost of pencil sharpeners in Wheeling "Sox" went to Parkersburg and purchased a \$2.48 sharpener for \$2.25 and did not miss a day's work going after it either.

At the Zion Lutheran Church in Wheeling on February 14 occurred the marriage of Miss Helen Nolte to Howard Thonen. Mr. Thonen is the popular roundhouse clerk at Benwood and son of Engineer J. Thonen. Mr. Thonen has the wishes of his many friends at Benwood for a long and happy married life. However, we do not think he should have been so negligent in answering the 'phone the next day. We never knew you were backward, Howard.

J. A. Marschani, popular chief clerk to division storekeeper, has been off sick; we hope he will soon be on the job again.

Miss Elsie Manion, formerly stenographer in the Storekeeper's Office at Benwood, has accepted a position in the Division Engineer's Office at Wheeling. We sure do hate to lose you, Elsie, but wish you the best of luck on your new job.

Fireman and Mrs. W. H. Mertency are the proud parents of a new baby girl, born February 16. Mr. and Mrs. T. M. Siburt are rejoicing over the arrival on February 4 of a baby boy. Mr. Siburt is employed in the Stores Department.

Robert Porter, car inspector, and Miss Dorothy Newman surprised their many friends and were quietly married at the parsonage of the First Christian Church in McMechen recently.

The secret of why 'Phone 107-J Benwood gets such good service is out—we saw "Zip" and Alma at the show the other night.

Thomas Cockerell has accepted a position as material man at Benwood Shops.

**Parkersburg, W. Va.**

Correspondent, CHARLOTTE MARLOWE

Several changes have been made in the force at the Agent's Office since the first of the year. Fritz Christmeyer left us to take a position as A. R. A. clerk in the Office of the General Foreman, Low Side. The general foreman is very fortunate in securing Fritz for this heavy position, as he is the best clerk that ever worked on the job. We know this is true, for Fritz told us himself.

Donald Robertson has been employed as ballot boy, taking the place of the aforesaid Fritz, and the way this kid works would make angels weep; he even gets up and works in his sleep.

"Bud" Wiggins, who went to Wheeling when the Division Accountant's Office was moved to that city from Parkersburg, has returned to his native heath, and is now with us at the Freight House as adjustment clerk, taking the place of Miss Belle Caldwell, whose resignation was mentioned in the February MAGAZINE. Welcome home. "Bud." We hope the wanderlust does not strike you again.

Old Mr. "FLU" has been busy in Parkersburg this spring. He and Johnny Maloney had a bout. John got knocked out in the first round and was laid up for a month. He has more respect for the old gentleman now. The rest of the Freight House bunch are all barking, and a business man stopping in was heard to say that we sounded like a kennel of dogs. Hot stuff! We don't wish him any bad luck, but we hope it is catching.

Adam Loebig, freight bill clerk, was called to Chicago during the latter part of Febru-

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ary on account of the serious illness of his brother. His place was filled in his absence by Miss Willa Trainer, of Belpre, Ohio.

The Freight House "Mad-agains" are on good terms at this writing, and everybody's happy. However, we do not know what the status of their case will be by the time this appears in print.

Valentine day was a gala day at the Freight Agent's Office, little work being accomplished. The postman appeared among us heavily laden, and distributed valentines of the comic variety to all, creating much merriment. One young lady received so many that she required help carrying them home. No one was slighted, the most high to the lowliest being remembered. Quaint, original titles appeared on some of the envelopes, which tickled mightily the recipients thereof. We, of the Agent's Office, and Mr. Ritchie of the Inspection Bureau, desire to thank the donor through the MAGAZINE, as he (or she) carelessly neglected to sign name. If any others desire to express through the MAGAZINE their thanks for Valentine remembrances received, will they please send in their names to the correspondent?

"Hello! It is I, John Raymond Mehen. I came during the week of February 5 to the home of Machinist and Mrs. Ray Mehen, and liked it so well I have decided to make it my permanent abode.

"My daddy (you all know him) works all day and so I have arranged to sleep while he is at the Shops, and every night he and I take long walks, and I have the best time.

"This is to say that all of mother's and daddy's friends are mine, too, and I'm ready to receive callers. Won't you come to see me?"



Bud Becc: "Well, now, don't cha know—"



## Western Lines

### Office of General Manager

Correspondent, THOMAS J. MURPHY

The annual election of our Veteran Employees' Association, Cincinnati Terminals, was held January 11, and after a spirited contest resulted in the following selections: President J. M. Hughes; Vice President J. J. O'Donnell; Secretary W. C. Owen; Financial Secretary H. S. Howden; Treasurer E. G. Swebston; Sergeant at Arms H. W. Oldenburg; Directors C. E. Fish, L. A. Cordie, S. O. Mygatt, T. G. Gibbons, R. H. Searls; Delegate to Convention H. S. Howden; Alternate Delegate G. W. Lishawa. The progress of the Cincinnati branch during the past year has been encouraging, and within a short time every eligible man within the district should be enrolled.

As an indication of progress we record the organization on January 20 of the R. N. Begien Branch Ladies' Auxiliary. After informal addresses by Superintendent Transportation Brooke and Assistant to General Manager Russell, the following officers were elected: President, Mrs. H. S. Howden; Vice President, Mrs. George Neal; Secretary, Mrs. Fred Richter; Treasurer, Mrs. August Ginder; Chaplain, Mrs. Peter Adrick; Marshall, Mrs. John Naylor; Outer Guard, Mrs. George Rethman.

All pledged to the "Stop That Leak" Campaign!

During the winter sickness has visited a number of our employes but it is gratifying to report that all have fully recovered. Had it not been for the observance of some of the suggestions made by the Relief Department on how to avoid the "flu" and gripe the toll might have been greater.

The arrival of an heir has been acclaimed with great joy by E. F. Medosch.

Arthur Lauther has resolved to observe the "Stop That Leak" slogan in personal as well as railroad affairs; 's alright Art, all beginners make the same resolution.

### Office of Superintendent Transportation

Our statistician calls attention from his high spot tab to the New Castle Subdivision having moved on February 1, 2954 loads, the highest since the record of 3495 was established in September, 1919.

On January 31, H. W. Miller severed his connection with the office after an enviable service record. Success to you in your new undertaking, "Bert!"

Recent additions to our force, caused by resignations and promotions, are Elmer Duncan, stenographer from the staff of the general superintendent, and R. C. Schmolz, stenographer from the Local Freight Office.

Returning from a self-imposed four months training course in the Yard Department, R. C. Kistner has resumed his clerical duties; it is intimated that he also took up another course, sometimes referred to as not running smooth, etc., and that more details may be available in the next edition—or maybe in JUNE.

"Sweets to the sweet" is the motto of "Bob" Burns when it comes to phone service; don't lag, "Bob," one good Burns deserves another.

Miss Beitzer passed a recent week end with our mutual friends, Mr. and Mrs. E. F. Molz at Baltimore.

It is not known what became of the Christmas present C. J. Moeves gave his lady friend, but it is rumored she does not wear it any more.

"Charley" Boyd has taken to basketball and makes a valuable player—for the opposing team; quickness of the eye is essential in the game; "Charley" practises at Kinkaid's restaurant daily.

Has one of our idealistic young ladies at last found her dream man, and are further inroads to be expected in our already depleted feminine ranks?

Howard Pancoast cannot quite understand why the journey to Charleston seems so long and the trip back so short; also why the days seem so much shorter there than here.

W. C. Andrews has invested heavily in German marks and is contemplating an addition to his already large barn in order to provide storage space.

W. C. Morrison is optimistic and still expects to get into his new house; his one fear is that by the time it is completed he may have to renew some of the earlier structure.

Every day in sundry ways C. A. Hornbach finds new means of assisting in keeping his love nest in order.

They say that if F. J. Hornbach walked instead of elevating to the fourth floor it would be the means of reducing the rotund impression he conveys; but then "Ferdie" says that the trips to the fourth floor are for a different purpose altogether and then in the second place he isn't fat in the first place—it's some place else.

A. W. Knapp says "Art" is right about "Stop That Leak" stuff and has made some New Year's resolutions himself, effective February 1.

"Arbiter" Von Blon, who gained his cognomen by settling disputes on a 50-50 basis, is fast assuming the Beau Brummel title vacated by his predecessor, H. B. Smith. Girls—beware!

It has been suggested that G. M. Wilhelm lay aside each month a certain amount of his salary to cover bets, but George figures that if he wanted to be mean and collect when he wins he could do all the betting he wanted on the other fellow's money.

There are rumors to the effect that our little George Lang has a girl and that he goes clean to Newport to see Ruby; this may be con; George crossing the Rubicon.

Our Mechanical Department promises several interesting personal items for the next issue.

Our Maintenance of Way Department also promises!

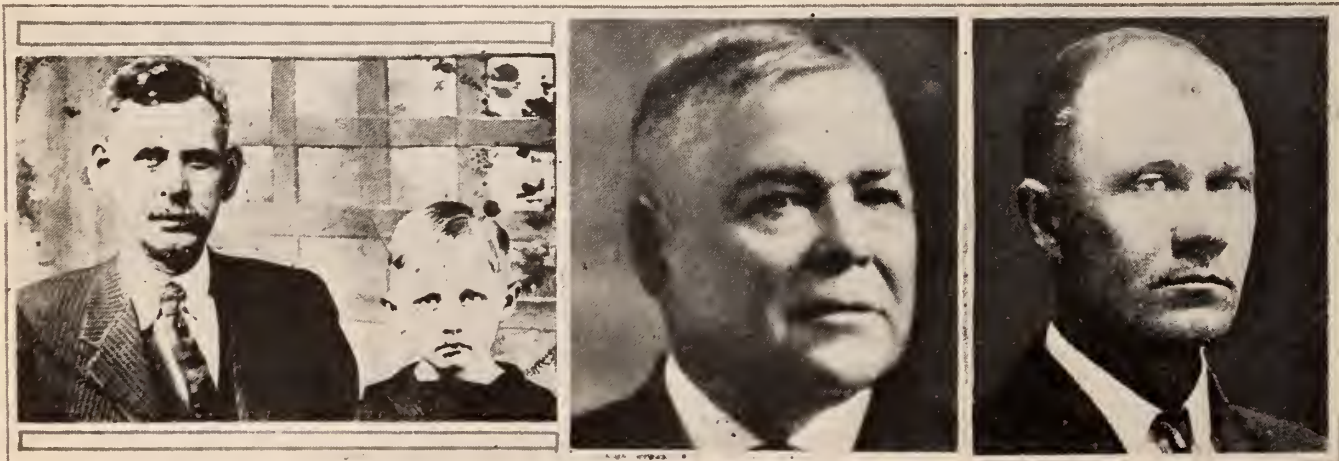
## Cincinnati Terminals

The prize of \$100.00 which was awarded James Farrell, supervisor, Toledo Division, for having the best looking territory in the Cincinnati Terminals, was won by close supervision of the work and by the hearty cooperation of the men under his jurisdiction, among whom he created a friendly feeling to keep the work in proper order. Also by strictly adhering to the orders given by his superiors, who furnished liberal information and sufficient material with which to do the work.

The following is from William Isbell, section foreman of Section T-A, St. Louis Division Side of the Cincinnati Terminals:

"I received the prize of \$35.00 for having the best main line section in Cincinnati Terminals of the Railroad in 1922. I also received \$25.00 prize for having the best yard tracks at Storrs for the year 1920. I won these prizes by hard work and having good men, and being loyal to the Company.

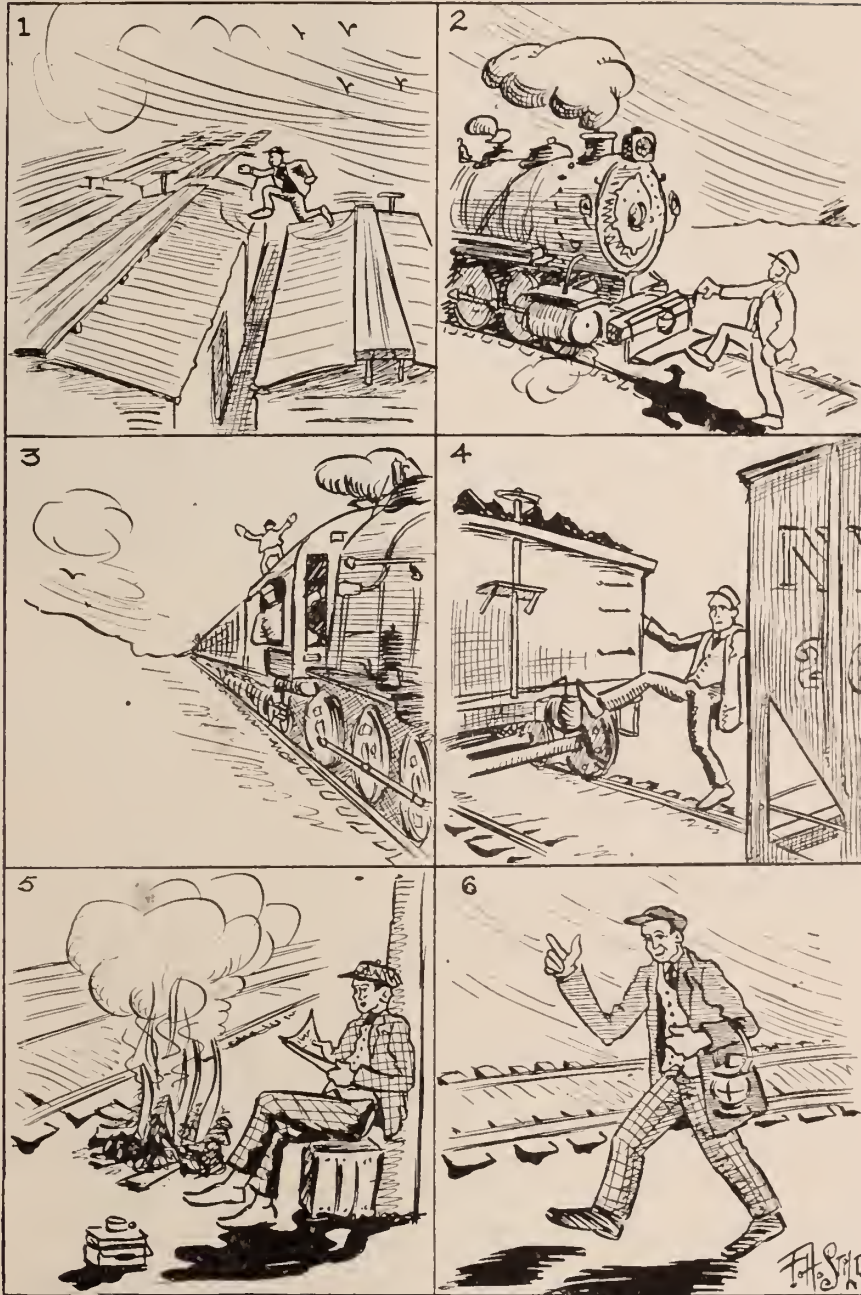
"I have worked for the Baltimore and Ohio Railroad Company six years. Each morning, when I go to work, I expect eight hours' work from every man under my jurisdiction. This makes things go along very nicely. A foreman, in the first place, should be acquainted with track work in general before he can give good results. Before starting to work for the Baltimore and Ohio I worked 17 years for the C. I. & L. Railroad at LaPayette, Ind., during



PRIZE WINNING MAINTENANCE MEN IN AND ABOUT CINCINNATI TERMINAL  
Left; Section Foreman William Isbell and his son. Center; Supervisor James Farrell. Right; Section Foreman Jonah Black



-----DAY BY DAY-ETC----



1-JUMPS ACROSS FROM CAR TO CAR. 4-USING "FOOT" TO ADJUST COUPLER-  
 2-BOARDS FOOTBOARD OF MOVING ENGINE.  
 3-"INCORRECT" SIGNALS. 5-GETS COPY OF "SAFETY FLASHERS" AND READS OF "COUPLE CURE."  
 6-"DAY BY DAY, IN EVERY WAY, I'M GROWING MORE CAREFUL AND CAREFUL"-----

which time I received two prizes of \$25.00 each, as foreman. I maintained five miles main line track for 12 years, and when the chief engineer came over the track he said "Isbell, it doesn't seem to be much trouble for you to maintain your five miles of track; I am going to give you four and a half miles more track." This made nine and one half miles to maintain with a raise of \$2.50 per month, which made my salary \$62.50 per month.

"Track work is made more easy when one has good men and also good material to work with.

"I want to thank each of the officials who were responsible for my receiving the prize."

The following is from Jonah Black, section foreman, Section 7, Wyoming, Ohio:

"In regard to the manner in which I conducted myself, making me worthy of receiving a prize, due to having the best looking section, will state that I strictly followed instructions issued to me by Supervisor Farrell, and tried to keep track as near perfect as possible, also in a clean condition, in order to avoid criticisms from my superiors.

"Will also thank the men under my jurisdiction for their ability and good workmanship, and also wish to thank the Baltimore and Ohio for their liberality in the way of material and labor, with which to accomplish the above.

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"It is always my aim to see that territory under my supervision is kept in the best of condition and also to see that my tracks are always safe for business, making a complete check of my territory daily, in order to keep same in tip top shape."

Harry Gorman, conductor, states he had a very enjoyable time while on recent visit with friends at Paint Creek and Corbin, Ky.

By the way, Harry is an ardent "Red" rooter and hopes to see both "Jake" Daubert and Eddie Rousch in harness when the gong rings April 17. He thinks "Jake" will enjoy the best season of his career during the campaign. Harry is an intimate friend of these two stars and has invited them to be his guests the day previous to the opening game, as he wants to take them over to the Lagoon and show them a good time before they start in the season's battle for the pennant, which he thinks will be easy for them this year.

Things We Would Like to See a Smith Street Office

- O'Donnell with some hair on his head.
- Davis dreaming.
- Kennedy playing a trick.
- Tatem in a trance.
- Warmington's Sunday suit.
- Sturm dry dishes.
- Buxton spend a nickel.
- O'Brien's mustache.
- Juanita Bates with a fellow.
- Bernice Aylor's husband.
- B. Jelleff working.
- "Bob" Klein powdering.
- Mildred McGinn phoning.
- Paul Kemp walk.
- Grubbs pay his debts—Ouch!!
- Valentino's double—Warmington.
- Noonan without a hat.
- Donagan straightening books.
- Dean's latest flash.
- Mr. Wilson without his satchel.
- Elsie—as a toe-dancer.
- Duke looking for a waybill.
- Taack grow some more.
- Albers borrow a nickel for lunch.
- Warmington trotting to work 5.00 a. m.
- Beckman rattling change.

### A Word for the Railroads

"Going to drive through to California this summer?" we asked a neighbor.

"Nope," he replied. "Going on the train. There's a lot of grade crossing races to be run between here and California and I want to be riding on the winner."

—Kansas City Star.

### Enough to Kill Him

The electrician had arrived home at 1 a. m. and was preparing to undress when his wife glared at him and said:

"Watts the matter? Wire you insulate?"

But the shock was too great. The electrician dropped dead. —Cincinnati Enquirer.



## Akron Division

Correspondent, J. A. JACKSON

Are you doing your share toward stopping "THAT LEAK." There are a great many holes that can be plugged up and you owe it to the Company and yourself to apply the remedy. Use Company property in the same economical way you would your own, and you will be pleasantly surprised at the great savings affected.

George J. Jones, boiler foreman at New Castle Junction Shops, has returned from an enjoyable trip to the Pacific Coast, which was taken for the benefit of his health, which has not been of the best lately. We are glad to see him returned with his health completely restored.

D. E. Eakin, agent at Warwick, is wearing the broadest of broad smiles because of the visit of old friend "STORK" who arrived on February 12 and left a seven pound baby girl who has been named Betty Jane. Good Luck, "Dave."

E. J. Raidy, chief clerk to the trainmaster at Akron, was called to his home in Fort Wayne, Indiana on February 11 on account of the death of his father which occurred that day. Sincere expressions of sympathy are extended to him in his great loss.

The accompanying picture shows the stretch of main track maintained by Section Foreman P. Keith and gang, and for which he was recently awarded the \$50.00 Prize. This track is located just west of Earhart, Ohio.

Were you at the BIGGEST BALL ever held in Akron. It was a great night, and one that will long be remembered by the four thousand employes and their families who made up the monster party. Congratulations to the staff officers on the splendid handling of the affair.

W. C. Valentine, for the past three years agent at Cuyahoga Falls, has been transferred to Sterling, Ohio, where he will be employed in the same capacity.

Miss Margaret Sullivan, formerly stenographer in the Division Accountant's Office, has been promoted to the position of general clerk in the General Foreman's Office at New Castle, Pa.

### The World's Greatest Need

A little more kindness, a little less Creed,  
A little more giving, a little less Greed,  
A little more smile, and a little less frown,



Main Line Track, West of Earhart, Ohio. Maintained by Section Foreman P. Keith, who won a \$50.00 Prize

A little less kicking a man when he's down;  
A little more "we" and a little less "I,"  
A little more laugh, and a little less cry,  
A few more flowers on the pathway of life,  
And fewer on graves at the end of this strife.

—Exchange

## Lorain, Ohio

General Dock Foreman W. Taylor, Carpenter Foreman Z. Robinson, Time Clerk F. W. Harmon, Agent C. H. Ferguson and Pensioned Engineer L. H. Eddy are wintering in the Southland. They will return in time for the opening of the Lake Season, and we expect them to be in first class shape for the handling of a record summer business.

General Yard Master McDermott, known to every one as "Honest Tom," keeps pretty busy these days. He is anxious to see the coal come in. "Tom" says he hopes 1923 will be a year like 1913.

Most of the girls in the Agent's Office and the General Car Foreman's Office are wearing "sparklers." It keeps Car Foreman Hott and Agent Ferguson busy finding parties to fill their places when they resign. Miss Jones, Car Foreman's Office, is not wearing a ring at present, but we understand she soon will be.

Car Rider L. V. Jones is visiting his folks in Tennessee. He says that he is having a good time and southern meals are agreeing with him.

Conductor F. Marren, Elyria shift, is now in passenger service out of Cleveland. Trainmaster Fahy says that he sort of misses Frank, for he sure knew how to handle the work at Elyria. Conductor J. E. Campbell is now on the shift and Conductor A. R. Spring is on local. They are getting to be rather old heads on the Akron Division.

Road Foreman of Engines Loux is quite interested in "Oil Stock." Any one having any literature along this line, please send to him.

## Youngstown

Correspondent, PEARL C. SCHMUTZ

Three young ladies in the Local Freight Office are wearing new rings. Mr. Aiken says the rings do not look good to him. We don't know exactly just what he means, whether it is the rings or the girls leaving him.

Edward Bricker, chief delivery clerk, has been granted a three months furlough, account of his health. Mr. Bricker has been in the service of the Company for the past ten years, and he certainly will be missed.

Miss Jennie Simons, cash clerk, is now wearing a platinum band ring. The marriage of Miss Simons and Sam Lenhart took place January 18 in the Epworth Methodist Episcopal Church. A dinner was given in the bride's home on Thorn St. after the ceremony. Mrs. Lenhart will still be with us for several weeks, though we wish it were much longer.

W. D. Reed, Warren, was a welcome visitor in the Freight Office last week.

Viola Walker was a bridesmaid on January 18 at the wedding of her sister, Doris, bride of Ernest Gluck. From all appearances Viola will be next.

The Ladies' Auxiliary of the Baltimore and Ohio Veterans' Association held their first meeting in the rooms recently acquired by them for all future meetings, located in Bushnell Hall, Federal St. This meeting was called for the regular installation of officers and instructions to their delegate, Mrs. W. W. Smith, who attended the Annual Convention in Baltimore on January



Master Donald Williams—See Massillon Note

26 and 27. The following officers were installed: Mrs. M. Dempsey, president, Mrs. W. W. Smith, secretary and Mrs. J. K. Jolly, treasurer. It was decided that at their next meeting on February 20 they would entertain the Baltimore and Ohio Veterans, with a social. The Ladies are enthusiastic over their organization and are continually getting new members.

## Massillon, Ohio

Correspondent, W. E. BRUGH, Brakeman

Jesse B. Lewis, Winchester, Va., has succeeded William E. Brugh as clerk to the trainmaster at Massillon. Good Luck to you, Mr. Lewis.

It is generally understood that there is a valuable reward out for any information that can be furnished of the whereabouts of the prized mustache of L. T. Kegler, agent at Massillon, which was lost recently.

There probably will be a law suit between the City of Massillon and a railroad employe, for damage to the paving bricks on the Lincoln Highway, opposite the freight house. One of the fair clerks missed connections in getting on a street car, and the road had to suffer. We do not care to mention any names, but if any more information is desired, get in touch with Miss Jennie Eckroad.

A new lock was installed on the door of the passenger station at Massillon. It was not installed with the skill of a carpenter, as said carpenter met with a total failure. However, "Red" Everett, lineman, came to the rescue of the carpenter and rescued the job. As a locksmith, "Sid," you make a better carpenter.

Conductor John W. Griffin is off sick again. Good Luck to you "Pop."

The accompanying photo is of Donald Williams, 20 month old son of Brakeman and Mrs. Dale H. Williams, and grandson of Switch Tender P. E. Keller.

E. F. Miggie, brakeman, was transferred to switch tender at M. & C. Junction, his former position. Switches are easier to throw than kicking cars, eh! Miggie.

## Dover, Ohio

Engineers "Mike" Donohoe and Horace Page were playing a game of checkers,



engines being the checkers. A third player, the yardmaster at Dover, won the game. Very queer, indeed!

Conductor F. W. Stapleton, Brakemen A. A. Newland and S. Naylor, and Engineer P. C. Stocker were the prize crew on the special to Akron, for The Akron Division Ball on February 2. Some crew, and some time!

Promoters of sports are trying to put on a Prize Card, by matching up "Shotgun" Baker of Dover and "Dad" Burrell of Freeport. This would make an interesting bout. "Sam" Harper, Beach City, will be the third man in the ring. Watch for advertisements later on.

**Newark Division**

Correspondent, B. A. OATMAN

The "STOP THAT LEAK CAMPAIGN" is on in full force in the Mechanical Department at all points on the division. Starting with February 1, material will be carefully watched, both old and new. Instructions have been put out by Master Mechanic Cooper that no new material will be used for any purpose, except in case of absolute necessity. Each foreman is required to make report to the general foreman at the regular meetings held in his office on Wednesday and Saturday of each week. The report will show exactly what material has been used, its value second-hand, compared with the new value, the second hand value plus any cost to reclaim to be deducted from the new cost, the result to be the actual saving made. This same plan has been used prior to this time on Newark Division and always with great success.

**To Our Inspectors**

LARGE WRECKS FROM LITTLE LOOSE NUTS GROW,  
SMALL PAY RESULTS FROM ITS BEING SO;  
WHAT SAVINGS WE MAKE WILL BE MIGHTY FINE  
IF OUR EYES ARE WIDE OPEN TO LEAKS ALL THE TIME

**Newark, Ohio, Station**

We are indeed sorry to announce the death of the following Veterans and shop employes of Newark:

Frederick Ernest Skinner, January 25 at his residence in Newark after an illness of one week from pleural pneumonia. He had been in the service of the Baltimore and Ohio for the past forty-eight years and was still working prior to his last sickness. He was a coppersmith of ability and had handled this branch of the work at Newark shops for many years.

Employes of the Newark shops as well as the division join in extending to the widow and family their heartfelt sympathy.

Hugh D. Moats, January 27, at his home in Newark, after being a sufferer for years from a complication of ailments. His entire life was spent as an employe of the Baltimore and Ohio Railroad and we extend to the widow and family our heartfelt sympathy.

George Comman, who for forty three years has faithfully served the Baltimore and Ohio at Newark, Ohio shops. Although ailing for some time past, he had until recently worked as usual in the Round House as locomotive inspector. His smiling face will be missed by the shop forces, who through all these years have always had a good word for George. We extend to the bereaved family, our heartfelt sympathy.

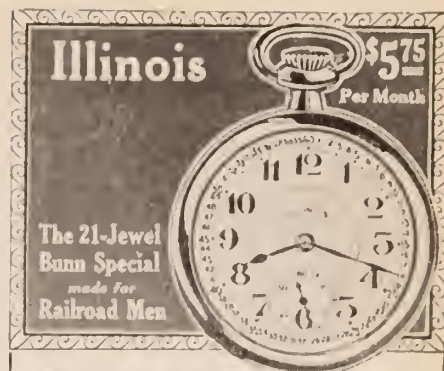
Please look below at a pile of steel back brake shoes turned out of the Newark foundry. How many brake shoes in the pile? You have another guess, just one more. Well we want you to do a little figuring in order to get the exact number, but we will help you this much; there are enough shoes in the pile to equip two thousand cars. Now you can get the total easily. Twelve hundred of these shoes are turned out of the Newark foundry each working day.

**Of Interest to Veterans**

We are pleased indeed to hear that Mrs. Frank M. Howard of Newark, Ohio, has been re-elected Grand President of the Ladies' Auxiliary of the Veterans' Association. We take this means of congratulating Sister Howard and we feel sure that the year 1923 will be one in which the Veterans' Association will push forward just as it did in 1922 under her able supervision.

True V. Hankinson, yard clerk at Newark, plunged into the sea of matrimony, January 10, in being united by marriage to Miss Emma Rose of this city. After the ceremony "Buck" and his bride took an extended tour through the South visiting his mother at his old home town. Here's wishing them much joy and few troubles and may they travel the stream of life in peace and unity with a one way ticket to the Realms of Joyous Home Life.

This leaves only four single fellows at the Yard Office; W. B. Allen, H. H. McFarland, J. R. Jones and C. F. Horn. Of these I understand Horn has placed a ring on the finger of someone in Los Angeles, California. Although he claims that he will remain a bachelor, J. R. Jones is slipping fast and we expect to hear the splash as soon as he takes the plunge. While he is quiet and bashful, McFarland is stepping out with the flappers and he too will fall the hardest of any. W. B. Allen is a mystery to us; he is and he isn't, but my guess is that he is. These Wednesday and Sunday nights and shows between, will in the end get him started down the trail of the honeymooners.



**Send No Money**

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. Guaranteed to pass inspection on any railroad.

**After Trial a Few Cents a Day**

The watch comes express prepaid to your home. Examine it first. Only if pleased send \$1.50 as first payment. Wear the watch. If after 10 days you decide to return it we refund deposit immediately. If you buy, send only \$5.75 a month until \$57.50 is paid.

**ORDER TODAY** Just send us your name and address. No red tape. Just say, "Send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 128-page catalog, No. 1013 shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

**J.M. LYON & Co.** Dept. { 2Maiden Lane }  
4013 { New York City }

**Columbus Station**

Correspondent, R. KENNETT

Asst. Correspondent, MISS EDITH ROACH

On account of J. V. Price, chief clerk to freight agent, Columbus, leaving the service, all news items, photos and matters of interest to MAGAZINE readers, formerly mailed to him for forwarding to division correspondent, Newark, will be mailed to R. Kennett, operator, Columbus, Ohio, Yards, as Mr. Kennett has been assigned to the position of leading correspondent to represent Columbus, Ohio station and vicinity. All departments will be covered by Mr. Kennett, with Miss Edith Roach as assistant at the Freight House. Miss Roach has charge of the Woman's Department of the MAGAZINE for Columbus and vicinity and solicits your support in making this department of the MAGAZINE an attractive one.

Trainmaster Broughton is back on the job after being absent two weeks, account of sickness.

With regret we announce the death of F. Savely, father of Shop Track Foreman "Fred" Savely, which occurred recently. Our sympathy is extended to the family.

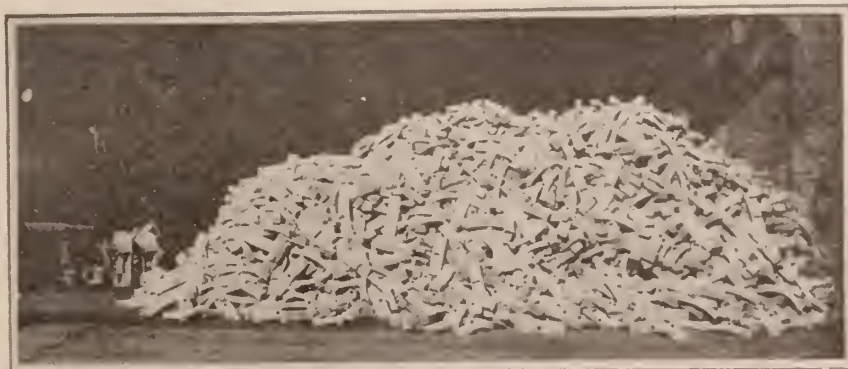
Operator C. M. Iden, B. R. Tower, has been working in "W. F." office, Newark, during the absence of other employes, account of sickness.

J. V. Price, former chief clerk to Agent Baldwin, is now connected with the Traffic Department of the Ralston Steel Car Co.

Conductor Darby O'Hara has gone into the glass business as a side line. For samples see him immediately, as the stock is rapidly increasing. "Stand back, don't crowd, boys."

Brakeman George Bagent seems to have had considerable trouble here of late with Lizzie Sedan breaking down. It's a rough old road to New Holland, George.

It's time to move again. Yard Clerk Mason has decided to try the west side for a change.



Twelve hundred of these brake shoes are turned out of the foundry at Newark, Ohio every day  
Please mention our magazine when writing advertisers



The following yard employes are off duty account sickness: F. Reytonton, George Griffin, John Murphy and J. E. Newman. We hope for a speedy recovery for all.

Dispatcher Frank Fisher is back on the job after being absent a few days account of sickness.

Mrs. L. D. Exline, mother of Agent Exline, Bloomingburg, died at the home of Conductor S. Thomas on February 3. Funeral services were held February 5, the body being taken to Wilmington for burial. We extend our sympathy to the bereaved relatives and friends.

More railroaders! Born to Brakeman and Mrs. J. E. Newman, January 6, a nine pound son. To Inspector P. V. Cook and wife, January 20, an eight pound son. Congratulations!

Car Inspector Charles Evans boasts of having purchased a barrel of cabbage to make sauer kraut, but from all appearances (including the smell) he evidently changed his mind and instead made what he calls "cigars."

The following new employes have been added to the Baltimore and Ohio family: Brakemen Herr, Smith, Bayum, Stump, O'Keefe and Accord.

Operator O. C. Bordon, who was employed on the Ohio Division for 15 years and who resigned to go into business, has returned to the Good Old Baltimore and Ohio as operator on the C. & N. Division.

Car Inspector George Souder and Yard Clerk "Happy" Wurdack are planning a fishing trip as soon as the weather will permit.

Engineers John Corcoran and "Jack" Welch have resumed duty after being absent a few days account of sickness.

Conductor James Dooling recently spent two weeks at Baltimore on Committee work and with regret we announce that he was brought home sick and in a serious condition. We understand at this time that he is slightly improved.

Boilermaker Houser has gone into the chicken business, now having 50 hens. There has been no slump in the egg market yet, although Houser claims he has received two eggs so far from his flock.

Wonder what makes Boilermaker Helper Gregory so anxious to get home in the morning! Perhaps Round House Foreman Jenkins can solve this mystery.

Brakeman Parker now holds the medal; he claims to know of a Ford that has already been run 300,000 miles and is still in good shape. Who's next? Look out, Darby!

Words cannot express our feelings as to how we miss the red smiling face of our little messenger boy, "Pinky" Williams, who used to call on us daily at 6.30 a. m. We understand the work got too heavy for such a small boy as "Pinky," he being replaced by Ashcraft.

Yard Clerk McCormick was off a few days recently to attend the funeral of his grandmother who died at her home in Gallipolis.

Employes of Columbus Freight House write in as follows:

"Please enroll forces employed at the Columbus Freight House in the STOP THAT LEAK CAMPAIGN." With such whole hearted support as this, there is no doubt that the Newark Division will do her part in the campaign. We appreciate your support very much.

Among the guests at the dance given at the Gibson Hotel, Cincinnati, Ohio, January twentieth, were the Misses Kathryn, Clifford and Marie Brink, both of the Columbus Freight House office forces.

There seems to be some attraction at Cincinnati for Miss Hazel Cashner, who has frequently spent week ends at that point, her last visit being February 10.

Miss Mary Connell attended the funeral of a relative in Urbana, Ohio, January 9.

Miss Edith Roach, Freight House Office force, and MAGAZINE correspondent, was entertained at a dinner given in honor of her birthday, February fifth, by the Misses Anna Brown, Marie Brink, Kathryn Jones, Hazel Cashner and Mary Miller. After dinner, the party went to the theatre.

The Sewing Club met at the home of Miss Hazel Cashner on January 30, and was entertained by Mrs. McCormick on February 14, a Valentine party.

Quite a surprise was the marriage of R. J. Kenny, rate clerk, to Miss Josephine Foley. The event occurred on January 24 and the ceremony was performed by Reverend A. M. Leyrd. Their honeymoon was spent in Florida and Havana. Congratulations are now being received, and they are at home at 327 Buttles Avenue.

#### Mansfield, Ohio

Correspondent, C. R. STONE

L. L. Kerr, yardmaster, is always looking for conductors and brakeman but to date has received three dish washers. "Lou" gives as his authority for above statement the following credentials: Born to Mr. and Mrs. G. B. Turner, a baby girl; Mr. and Mrs. M. D. McCullough, a baby girl and Mr. and Mrs. C. B. Richards, a baby girl. Mr. Turner is yard conductor, Mr. McCullough is yard brakeman, and Mr. Richards is operator at North Siding. Congratulations to all!

There is much that we owe the Good Old Baltimore and Ohio and now is the chance to pay some of it back. Let us put our shoulders to the wheel and strive for the standard that has been pointed out and we will win. The person who says "I don't think it can be done" or "I can't" is a failure in life. On the other hand those who say "I can and will" are sure of success. Let's help Mr. Willard to the goal and we will have success.

There must be a brotherly spirit between the employer and the employe to make a

success of any enterprise. While it is true that we sometimes receive sharp letters in regard to this, that and the other, this simply means that discipline must be maintained. Were we to talk personally with those we correspond with frequently, we would find underneath the official exterior hearts that are sincerely interested in the welfare of all of us.

We are all human and there never was a man born that never made a mistake. The main thing is to give all we have in the advancement of our work regardless of the capacity in which we may be engaged. No one can do more. The writer trusts that these few lines will help those who are working sincerely to maintain efficiency in their respective departments, and that when we have summed it all up we shall have found that we are on the credit side and that we have given our best.

As we have no agent at either Spring Mills or Atla, Ohio, the writer thinks it is only right to give a little attention to them. During the last three weeks there has moved from each place an average of six to eight cars per week and more could be handled if the old story of "Cars ordered greatly exceed the supply" were not in effect at the present time. As the Baltimore and Ohio enjoys nice returns it is only just that we give these stations their just dues.

H. F. Wyatt, popular trainmaster, is certainly working hard to furnish all cars possible and keep the equipment moving. We are indebted to him for numerous occasions when we were in dire straits for cars that he helped us out with. More power to you, Mr. Wyatt.

E. M. Bargo or rather Embargo, is still on the job at various points throughout the country. We trust that the time will soon come when he shall be but a memory. We all strive to obey him, but once in a while we disobey him and then, "Trouble, Trouble, what have I ever done to deserve this." There has always been one point in the writer's mind regarding a car accepted in error, routed to a connecting line, that is embargoed. When all the smoke and dust are cleared away after correspondence from various officials of the roads involved in the movement, and they have finally accepted the car in seemingly bad humor, we wonder if after all, when the revenue is added up, "there will be any stars in my crown." Will some one please answer but not all together.

G. T. Turner, popular yard conductor, is the proud father of a baby girl. George is wearing the smile that won't come off these days and we don't blame him in the least.

E. N. Kendall, D. F. A., visited us recently in regard to calling on various shippers of the city regarding inbound and outbound movement of freight. We are always glad to have Mr. Kendall with us and we always feel that he has a warm spot in his heart for Mansfield.

C. F. Parks, popular supervising agent, was with us for a few hours in the interest of business routine. "Fred" is a fine fellow and we are always glad to see him.

A. R. Bird, popular yard conductor, says that his Radio is running about like his Ford. Sometimes it is alright but most of the time it isn't. "Amsey" is thinking of putting a sign up reading as follows: "I have had lots of trouble in my life, but most of it never happened." Good luck to you, "Amsey." The last time I heard the New York Stock Report radioed it sounded like the world's series after someone had knocked a home run with three on and nobody down.



Puzzled!



J. A. Dudley, brakeman at Mansfield, is thinking of buying a Can't A'Ford. "Dud" says that if you have a good grip on the crank you are all set, but if you let go while turning the engine over it is bound to jump the curb and land on the sidewalk. Dudley knows what he is talking about and if you don't believe him, ask Bird.

#### Marietta, Ohio

Correspondent, G. R. STEEN

Ticket Agent G. M. Payne, who has been confined to his home for the past two weeks, has returned to duty.

House Foreman O. H. Mickle returned to duty recently after a week's illness with the "Flu."

Yep—"Charlie" has done gone and done it! C. H. Richardson, our yard clerk, has taken unto himself a wife again. We have been unable to find out just where it came off. We knew there was something in the wind as "Charlie" sure was pulling some "boners" prior to last Friday. Thanks for the cigars, "Hud."

V. G. Brangham, utility clerk, has resigned and is going into the gentlemen's furnishing business at Warren, Ohio. We all wish him the best of luck and any of you fellows around Warren that are in need of anything, kindly look him up!

Baggage Agent Herman Henry is leaving shortly for parts unknown in Florida. He expects to be gone two weeks and is going to see the whole state. We hope he goes over to Cuba and brings us back a little souvenir!

#### Chicago Division

Correspondent, F. N. SHULTZ

##### Stop That Leak!

*From Division Operator's Bulletin*

Use envelopes as many times as possible. Order Form 386-A. T. If you have none I will supply you; use each space, thereby saving 30 or 40 common envelopes. Use both sides, form 474-Rev. Use discarded forms in place of 444 so far as possible. If you have nothing available let me know. Watch your lights and heating apparatus. Do not waste fuel. Waste paper should be taken care of and handled in line with instructions.

These are little things but in the aggregate mean many thousands of dollars.

H. S. Carroll, chief dispatcher, who has been sick since last October, is slowly recovering and it is expected that he will soon be with us again.

There is much sickness among the employes of the Division due to "flu," which seems to be epidemic.

The new passenger engines, 5200 class, are doing splendid work, making time or better on all the fast schedules.

#### St. Louis Division

Correspondent, H. F. SMITH

We regret to report that quite a little sickness is prevalent among our employes at this writing. Superintendent Stevens has been confined to the hospital where he has undergone an operation for appendicitis, from which it is reported he is rapidly convalescing.

Why not a "Stop That Leak" button?

On February 1 occurred the marriage of Guy M. Bradford, Flora Roundhouse Office, to Miss Louise Zink, also of Flora. Both parties are well known and embarked on

their married career with our best wishes. Among the wedding presents was a splendid set of dishes given by the roundhouse force.

The following bit of poetry was received from Conductor F. M. Dee and is self-explanatory. Needless to say Mr. Dee was promptly relieved.

The frost is on the sidewalk  
And our feet begin to slip,  
Our eyes begin to water  
And our nose begins to drip.

We have our transportation  
And you can bet your dough,  
Just as soon as you will let me off  
To Los Angeles we'll go.

Then the old North wind can just howl on  
And blow to beat the band,  
We will be in California  
And we won't care a ——!

Employes of the St. Louis Division were greatly shocked and grieved to hear of the death of W. F. Cissell, section foreman at Montgomery, Ind., on December 17, 1922, Mr. Cissell's death being occasioned by an attack of typhoid fever.

He entered the service of the Company in May, 1877, was made track foreman in 1889 on the section where he was located at the time of his death, serving as foreman on this one section for a period of thirty-three years. Mr. Cissell was an industrious and loyal employe, greatly looked up to and consulted for advice by younger employes in his department, and maintained the respect and confidence of his superior officers. He was an A-No. 1 trackman, which was evidenced by the fact that the portion of track under his jurisdiction was constantly maintained in an excellent manner and further by the fact that he was awarded the prize for the best main line section on the Indiana Division for the year 1920 and again for the year 1922. A sad coincidence was the fact that Mr. Cassell had not been advised that he was awarded the prize for the year 1922, this information not having been officially announced prior to his death.

Miss Blanche Wise delightfully entertained the girls of the Baltimore and Ohio offices at Washington with a unique Valentine party at her home on S. E. Second St., several of the guests representing well known characters. The home was tastefully decorated in keeping with the spirit of St. Valentine and contests suitable to the occasion were participated in by the guests.



Dick, six months old son of Assistant Division Engineer and Mrs. J. W. Purdy, Garrett, Ind.

Please mention our magazine when writing advertisers

## Ford Runs 57 Miles on Gallon of Gasoline

A new automatic vaporizer and decarbonizer, which in actual test has increased the power and mileage of Fords from 25 to 50 per cent and at the same time removes every particle of carbon from the cylinders, is the proud achievement of John A. Stransky, 3473 South Main Street, Pukwana, South Dakota. A remarkable feature of this simple and inexpensive device is that its action is governed entirely by the motor. It is slipped between the carburetor and intake manifold and can be installed by anyone in five minutes without drilling or tapping. With it attached, Ford cars have made from 40 to 57 miles on one gallon of gasoline. Mr. Stransky wants to place a few of these devices on cars in this territory and has a very liberal offer to make to anyone who is able to handle the business which is sure to be created wherever this marvelous little device is demonstrated. If you want to try one entirely at his risk send him your name and address today.—Adv.

The representations were: Lavender and Old Lace by Nettie Feagans; Betsy Ross by Lucile Klingensmith; Priscilla Dean by Nettie Berry; Miss France by Maymie Zinkan; Pocahontas by Etna-Van Fossenn; Old Fashioned Girl by Martha Burgess; Buster Brown by Mildred Harrod; Dolly Madison by Bertha Feagans; Modern Flapper by Luella Brand; Madam Butterfly by Grace McGinty; Best Mother in the World, Red Cross, by Lottie Doseh. Other guests were Elizabeth Langford, Ruth and Pearl Kaufman, Alice Fox, Josephine Fetting, Edna Humes, Stella Allen and Dorothy Fitts. Refreshments of punch, ham sandwiches, olives, marshmallow salad, heart ice cream with cupids and vanilla wafers in hearts were served by the hostess.

If you have done anything to Stop that Leak, please tell us about it; if you haven't, please do something.

A checking system has been devised at Washington to help "Stop that Leak." All the forces in the Locomotive Department check in and out at one central location. The checking system is handled in such a way that the division accountant is furnished with an absolute check of all forces in the Locomotive Department. To complete the saving that could be made on this new checking system pay checks are now being delivered as the men receive their time cards. This eliminates lost motion in the shop during the regular working period, stopping the men from their work to give them their pay checks. With the number of men working in the back shops we figure approximately \$200 per month is saved in the Locomotive Department in the way of lost motion on pay day.

A locker room has been installed for locomotive employes at Shops in what is known as the old tin and pipe shop, which contains lockers for men, also tables and benches where men who carry their lunches can have the opportunity to sit down and eat. We also have a case installed for magazines and any one wishing to read during lunch period, has an opportunity to read the latest issues of the various Mechanical magazines. The men at Washington are much elated over the new addition.





Fred B. Grassley and his pet Mexican bear, "Villa"

## Ohio Division

Correspondent, A. E. ERICH  
Secretary to Superintendent

The annual report showing fatal accidents to employes during the year 1922 shows the Ohio Division as being the *only* division on the entire System with "NONE." There has been no fatal accident to an employe on this division since November 5, 1921. This is a commendable record, showing SAFETY is practiced by employes, and it is sincerely hoped that this will continue for 1923 as well as for each succeeding year, that the capital letters N-O-N-E may always be written after "Ohio Division."

Why take a chance; why carelessly plunge into danger? "STOP THE WORST LEAK"—the loss of human lives—by being careful at all times and performing your duties the "SAFETY FIRST" way. And insist that the careless employe do the same.

In connection with this safety report, Superintendent Iams received the following letter from Superintendent Safety Department J. T. Broderick:

"Please permit me to congratulate you on the fact that no employe on the Ohio Division met with a fatal injury during the year 1922. The fact that no such accident has occurred on your division since November 5, 1921, indicates clearly that the employes of the Ohio Division are imbued with the Safety spirit.

Yours was the only division on the system having such a record during the year just ended, and I trust that you will be able to equal the record this year."

Otis Andrew, yard clerk, is receiving congratulations account of the arrival of a little daughter at his home on January 31.

Our sympathies are extended to J. L. Davison, passenger conductor, in the death of his wife. Also to "Jerry" Touhy, passenger baggage-master, in the death of his mother. And to Brakeman C. M. Skinner, whose father was instantly killed by falling from the top of a cliff while trapping near his home at Riehland.

Mrs. William Daley and family wish to express their gratitude, through the MAGAZINE, to the employes of the Ohio Division for their beautiful remembrance to their beloved husband and father. Mr. Daley conducted a boarding house near Stock Yards, Cincinnati, where, for a good many years, the majority of the engine and train men stopped when on that end of the road. He was a friend to all railroad men.

Our heartfelt sympathy goes out to Chief Dispatcher G. E. Davis, whose mother died in January at Portsmouth, Ohio.

Thomas Tull, work checker, while at work, was suddenly stricken, and upon examination it developed the cause was due to gall stones, and an operation was immediately necessary. This was to no avail however, and he died on January 26. Our sympathies are extended to his widow and three children.

The accompanying photograph shows "Fred" B. Grassley, agent at Broad Street, Columbus and his pet Mexican Bear "Villa." Mr. Grassley is visiting at Colorado Springs, Colo. This pet bear is as tame as a kitten, has a snout like a piece of rubber hose, with which, in his native haunts (Central and Southern Mexico), he seeks ants or worms, and his nose always knows where they are. Whenever anyone comes toward him he immediately seizes his proboscis to protect it, for it is his prize possession. When full grown he will weigh about 15 pounds.

## Toledo Division

Division Correspondent, C. E. THRASHER,  
Supervising Agent, Dayton, Ohio

Come on, you slackers, and get in some notes for the MAGAZINE. If you have something on your chest and want to get rid of it, open up and send it to me. Don't wait until the MAGAZINE is in your hands, and then say "Oh, Shoot," there's nothing in it from the Toledo Division. That is your funeral, not the fault of the MAGAZINE. It's up to you fellows to say whether we are

Please mention our magazine when writing advertisers

## The Banner Restaurant

E. Main St. - CHILLICOTHE, O.  
THE RAILROAD MAN'S RESTAURANT  
Good "Eats" our Specialty  
OPEN DAY AND NIGHT

going to have some real good honest to goodness notes, or just a plain blank page, headed Toledo Division—draped with a black crepe.

Since the Superintendent's office has been fitted out with a new lighting system, they ought to turn out even more brilliant work. They shouldn't get all "lit up" over it though, and call themselves stars.

Recently one of our engineers (no names mentioned) on Dayton, Lima local, was informed by one of the crew that he knew a place where they served chicken dinner on Thursday. So the eagle eye, not missing an opportunity for the big feed, advised the proprietor that he would be there for dinner the next day, and to be sure to save him the necks. The following day the crew was anxious to reach this point for dinner and succeeded in doing so. The conductor, fireman and brakeman were served with choice pieces of the chicken and at last our Engineer's dinner was brought in. It consisted of six chicken necks. Our Engineer, not wishing to acknowledge that the joke was on him, had eaten three of the necks without saying a word. Presently the waiter asked him how he liked his dinner. "Fine," said the engineer, but I didn't mean it yesterday when I asked you to save me the necks, I was only kidding you. After every one had a hearty laugh he was furnished with a large portion of chicken breast.

Division Operator I. E. Clayton was granted leave of absence, effective January 1, to enter into the banking business. We wish him success.

It is with deep regret that we report the sudden death of Frank P. Wirtz, well known passenger train conductor, on February 9. Mr. Wirtz had been president of the C. H. & D. Mutual Benefit Association for the past five years. The members, as well as his many other friends, will deeply mourn his death. We extend our sympathy to the bereaved ones.

## Lima, Ohio

Correspondent, O. L. WALLBURG

Your correspondent is glad to report that Conductor Russell T. Bennett's condition is improving and unless some unforeseen complication arises, he will soon be arguing about tonnage again. I am sure the yard clerks would rather do that anyway, than to fail to see "Tom" hauling them out of the yard. Take good care of yourself, "Tom".

Martin Dibling, veteran employe in the boiler shop, who is laid up from an attack of gall stones, is improving and we hope to see him help build them again very soon. Martin is an active member of the Veterans' Association and a director for the Toledo Division and he was missed at the last regular meeting. Hurry and get well, Martin!

Maurice L. Brown, who has charge of the oil room at Lima Round House, expects to resume his duties in about a week and see that the boys on the engines get the proper amount of oil. Maurice had his large toe injured some time ago and for a time amputation was thought necessary, but we are glad to report that it did not result in that and that he will be among the boys again soon.



Switchman A. L. Price, who had his leg broken some time ago, is around on crutches and will soon be riding them again. Good Luck to you, Price, old man. Better luck next time.

"Billy" Van Horn, employed in the Coach Shop and president of the Toledo Division Veteran Employes' Association, is confined to his bed by an attack of grippe. Sorry you could not be with us the other night, Van, we missed you at our meeting and at the card party, and Mrs. Van also. Hope you get back on the job real soon.

John Brown, veteran crew dispatcher at the Round House, in the service 32 years, retired on a pension, effective February 1. The boys on the road and in the shop around Lima will miss you, John, and are sorry to see you take the step. However, the condition of your health was of supreme importance and we hope and trust that it will show continued improvement.

Looks like Cupid has gone on a vacation after so much hard work. I haven't been able to get in touch with Old Man Stork to get his report.

So much for that. The one big, outstanding feature that you boys and girls want to watch closely is the careful handling of every piece or part of piece of property belonging to this Company. Your handling of other peoples' property discloses the manner in which you handle your own. If you are careful of every item of expense at home the results will show and if you are extravagant and careless, the results of such habits will develop and bring you either happiness and contentment or discontent and restlessness.

We all want to improve our conditions and one of the best ways to do that is to watch the interests of the Baltimore and Ohio Railroad Company as closely as we do our own. Successful operation of the Baltimore and Ohio means better paid, more satisfied and contented employes.

To this end, I want to ask the cooperation of every employe in Lima Terminal to keep our operating expenses at the lowest possible minimum.

ALWAYS remember our army of 60,000, each and every one of whom has it in his power to lower operating expense by such so called small actions as; turning off electric lights not needed, saving stationery of all kinds, saving coal, keeping material of all sorts in proper place to avoid deterioration, starting work on the minute instead of starting 5, 10 or 15 minutes late. All these things, when multiplied by 60,000, mean much in the operation cost.

Will you make up your mind that you are going to help our President Willard make 1923 the most prosperous year in the history of the Baltimore and Ohio? You say, "what will I get out of it?" Well readers, everything of value is not in dollars and cents, but in the positive knowledge in your own heart that you are accomplishing something each day that is worth while and building up character; that you are fitting yourself for that house not made with hands, eternal in the heavens.

**BUILD FOR THE FUTURE!**

**Toledo, Ohio**

Correspondent, E. G. BAUMGARDNER

George H. Lohner, cashier, is spending his vacation in Havana. He had to go some place to get warmed up.

Miss Virginia Foley is spending her vacation at New Orleans, attending the Mardi Gras, and visiting friends in Louisiana.

Nell Farling, abstract clerk, left Toledo to attend the Ohio State-Michigan game last October. The ties were hard and the walking poor, and she did not get back to the office until February 1—after spending several weeks in the hospital and several weeks under the doctor's care. Nell came back, and we have not been able so far to find out how the game came out.

Mary Benster, utility clerk, returned to her duties on February 12, after taking a month's leave of absence visiting her brother at Winslow, Ariz. She said that was no country for her.

**East Dayton, Ohio**

Correspondent, E. M. MANNIX

The grim reaper again invaded our ranks on January 29, Charles A. Nichols, a veteran yard conductor, answering his final summons after an illness of a few weeks. He was laid to rest in the family space at West Jefferson, Ohio by his brothers of the B. of R. C., with the words "Well done, Good and Faithful Servant."

**Wellston, Ohio**

Correspondent, L. M. MASON

Since business has picked up around Wellston everybody is wearing A Smile.

The old Round House force is back on the job including a new general foreman, Thomas Zinkan. Glad to have you, Mr. Zinkan. Keep the work going.

Herbert Potts, our warehouse man, has returned to work after being on leave for the past four months. We are certainly glad you are back, "Herb."

**INTERNATIONAL CORRESPONDENCE SCHOOLS**

**BOX 8519-B SCRANTON, PA.**

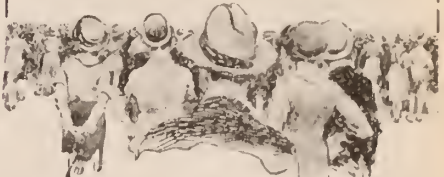
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| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Private Secretary         |
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| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> AGRICULTURE               |
| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> Penmanship                |
| <input type="checkbox"/> CHEMIST                  | <input type="checkbox"/> RADIO                     |

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You have seen it in the magazines for years—this world-famous coupon of the international Correspondence Schools.

It is just a little thing in size, but mighty in possibilities. For it has been the means of bringing advancement and more money to thousands upon thousands of men in all circumstances and in every part of the world.

Can you still turn away from Opportunity? Can you still go on, putting in your days at the same old grind, getting the same pay envelope with the same insufficient sum, when such a little thing can be the means of changing your whole life?

Make up your mind right now that not another day shall pass until you find out what the I. C. S. can do for you.

The first step is to choose the work you like best in the coupon ABOVE and mark and mail it here and now

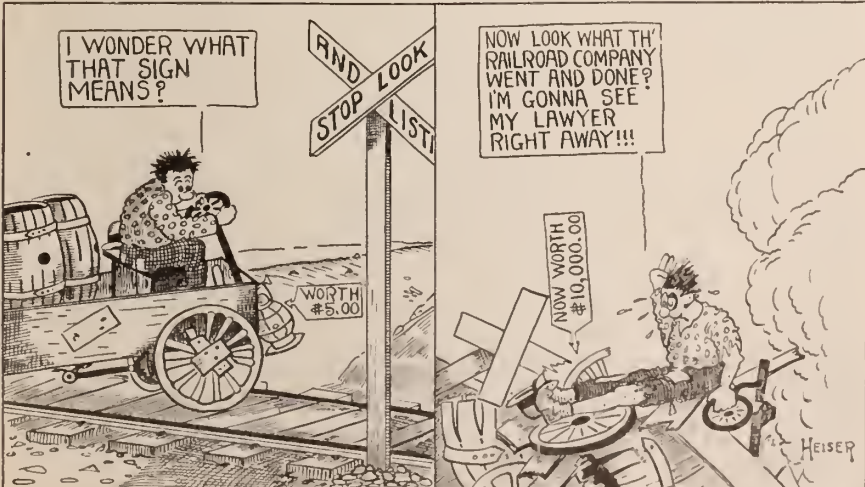
**INTERNATIONAL CORRESPONDENCE SCHOOLS**  
 Box 8519-B, Scranton, Penna.

John Walker says: The difference between a night-gown and an evening dress is Two Yards in favor of the night-gown

Our new division operator, G. J. Williams, paid us a visit a few days ago. We also had as our guests C. E. Thrasher, A. E. McMullen and W. B. Kilgore.

You can, Kilgore, but you can't Thrasher.

**STOP THAT LEAK!**



Please mention our magazine when writing advertisers





The interesting family of Conductor J. A. Kellam, Baltimore Division. The "Captain" allows that the children get "most" of their good looks from their mother

The J. A. Kellam Family

*Great Oaks from Little Acorns Grow*

IN his decoration of the accompanying photograph the artist has suggested the sub-captain given this article. And where could we see a better exemplification of the well-known proverb than in this most interesting family of Conductor J. A. Kellam—pictured in 1903 and again in 1922?

In the lower picture appear the nine children who were living during the former year, reading from left to right and in order of their ages: Edward Thomas, Margaret Orena, Warren E., Albert Randolph (deceased), Pearl Alinda, Eutha Madora, Mary Mercedes, Arthur James and Hazel Belle.

Conductor Kellam and his good wife appear in the other picture, which was taken on April 19, 1922 on the thirty-ninth anniversary of their wedding. All but three of the eight children shown in this picture are married and they made a house full of happiness when they came to celebrate the anniversary with their father and mother.

Mr. Kellam started with the Baltimore and Ohio as a brakeman in 1878. He was made conductor in 1882 and has served as such ever since. He is now running trains Nos. 9 and 14 between Philadelphia and Baltimore and is one of the best known men on the line.

In the galaxy of fine Baltimore and Ohio families we doubt if there is any finer looking or a finer one than this. However, the field is open for pictures of other big families.

The Baltimore and Ohio General Office Duckpin League

Standing of Teams, March 1, 1923

TEAMS	GAMES PLAYED	WON	LOST	PCT.	PINS	AVERAGE
1 Engineering and Accounting.....	69	58	11	.853	34327	497.49
2 Comptroller.....	69	55	14	.797	34883	505.52
3 General Freight Claim Agent.....	69	46	23	.667	33459	484.91
4 Coal Traffic No. 1.....	69	42	27	.609	33569	486.50
5 Maintenance of Way.....	69	40	29	.580	33344	483.24
6 Riverside.....	69	38	31	.551	32789	475.20
7 Transportation.....	69	36	33	.522	32239	467.23
8 Motive Power.....	69	35	34	.507	32453	470.33
9 Auditor Passenger Receipts.....	69	34	35	.493	32697	473.86
10 Fuel Agent.....	69	34	35	.493	32309	468.24
11 District Freight Agent.....	69	30	39	.435	32143	465.84
12 Coal Traffic No. 2.....	69	25	44	.362	30341	439.72
13 Relief Department.....	69	23	46	.333	32231	467.11
14 Valuation Department.....	69	22	47	.319	31949	463.02
15 Auditor of Disbursements.....	69	21	48	.304	30196	437.62
16 Auditor Freight Claims.....	69	13	56	.188	30935	448.33

On the evening of March 3, the all star team of the Baltimore and Ohio General Office Bowling League met the Mt. Clare League all star team, the General Office team winning by 143 pins. The score follows:—

GENERAL OFFICE					MT. CLARE				
Knowles.....	100	92	111	303	Struth.....	119	115	107	341
Gaither.....	103	96	123	322	Ebaugh.....	87	101	88	276
Donald.....	104	89	121	314	Ryan.....	94	117	100	311
Saurwein.....	100	104	112	316	Boring.....	86	96	101	283
Gallery.....	112	137	142	391	Miller.....	93	96	103	292
	519	518	609	1646		479	525	499	1503

Welfare Department



## The New Stadium at Columbus, Ohio

By R. Kennett, Operator

ON October 21, 1922, at the dedication of the new stadium at Ohio State University, Columbus, Ohio, 71,000 people gathered to witness the ceremonies. A football game in which Ohio State lost to Michigan by a score of 19 to 0 was an interesting feature. The work on the huge stadium, which has a temporary seating capacity of 72,000 people, was begun on August 3, 1921 and completed on November 1, 1922, in approximately 14 months.

Statistics on the various phases of the Ohio Stadium project follow:

Cost of the horse-shoe shaped structure, \$1,500,000; height of towers, 100 feet 9 inches; width, 597 feet; length, 755 feet; total area covered, 10½ acres.

The structure requires 600 ushers to handle the crowd. It can be emptied in seven minutes from the 56 aisles and 112 stairways.

The following materials were used in its construction: 4500 tons of steel, 30,000 cubic yards of concrete, 185 carloads or 204,000 sacks of cement, 1500 carloads or 60,000 tons of sand and stone, 100 carloads or 2,000,000 feet of lumber, 39,000 bronze anchor bolts; 22,000 pipe rail fittings, 115,000 square feet of terra cotta tile partitions, and 400,000, lineal feet of lumber in the seats, or enough to extend 24 miles.

The steel for the framework of this structure was purchased by the Mt. Vernon Bridge Company, Mt. Vernon, Ohio, and it traveled via the Baltimore and Ohio to Columbus. A goodly amount of the cement, sand, lumber, stone, and other materials were also brought over our Road, and the prompt handling of these helped in completing the construction work on time.

Baltimore and Ohio employes visiting in Columbus should not miss seeing this immense stadium. You will find it on the grounds of the Ohio State University.

### Stop That Leak!

## A Good Creed—The Civitan

I AM CIVITAN—as old as life, as young as the rainbow, as endless as time. Socrates was my pupil, Shakespeare my companion, Washington my servant, Lincoln my friend.

MY HANDS—do the work of the world. They uphold the temple of industry and make clean the market place.

MY EARS—hear the cry of children, the prayer of women for peace, the appeal of man for guidance, the call of the race for progress, and the song of the poet for unity.

MY EYES—search for good men that I may with them be Civitans and brothers.

MY MOUTH—utters the call to daily duty, and speaks the prayers of men in every tongue.

MY MIND—teaches me respect for the law, unqualified allegiance to our Government, and love and respect for the flag of our country.

MY HEART—beats for every friend; bleeds for every injury to humanity; and throbs with joy at every triumph of truth.

MY SOUL—knows no fear but its own unworthiness.

MY HOPE—is for a better world and a better city, through better men and Civitans.

MY MOTTO—BUILDERS OF GOOD CITIZENSHIP.

MY CREED—was proclaimed by the Man of Galilee when he declared "Whatsoever ye would that men should do to you, do ye even so to them."

MY PLEDGE—to practice this Golden Rule; to make it pay dividends, material and spiritual; to bridge with it the chasm between employer and employe; to build upon it a better and a nobler citizenship.

## Bootleggers Refuse to Drink the Stuff They Sell

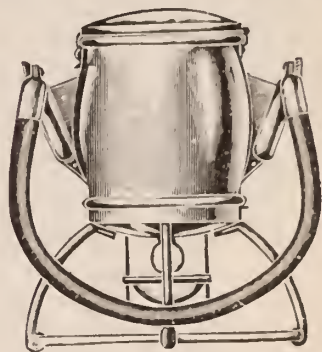
THE following letter was received by the marshal of Shelburn, Ind., from Police Magistrate William F. Wappich,



The new Stadium at Columbus, Ohio

Please mention our magazine when writing advertisers

# The GENESY ELECTRIC LANTERNS



### Agents Wanted!

THE only lanterns made with bulls-eye or focusing lens. This feature is fully covered by patent.

Style No. 1 is our stiff bail made of best quality heavy copper and brass, nickel-plated and highly polished. Style No. 2 same material with adjustable bail.

#### PRICES, Postage Paid:

Style No. 1, bare, -	\$5.00	Genesy Special Made Batteries—Standard 4-Cell.	
Complete with battery and bulb, -	\$6.00	1 or less than 8, -	75c
Style No. 2, bare, -	\$3.25	3 or less than 6, -	65c
Complete, -	\$3.25	6 or more, -	60c
Style No. 3, bare, -	\$3.50	Genesy 5 Volt Gas Filament	
Complete, -	\$6.50	73 Saving Bulbs.	
Style No. 4, bare, -	\$2.75	1 or less than 6, -	30c
Complete, -	\$6.75	6 or less than 10, -	27c
		10 or more, -	25c

WILL SEND C. O. D.



SHOVING TO A JOINT.

The Genesy Electric Lantern Company is composed entirely of experienced rail and we have built lanterns to meet the requirement of every division of railroad service. Our Gold Special—Style No. 3, a Stiff Bail, gold colored lantern made of hard rolled heavy copper and brass, solid nickel bottom, highly polished, looks like gold and will keep this appearance if properly taken care of. Style No. 4, our gold special with adjustable bail, can be made instantly swinging or rigid, lays down very neatly on frame of lantern. The same material used in the handles on our turn down bails as used on our stiff bails, which is made of hard finished red fibre tubing with aluminum core which makes a neat, strong, light and durable handle.

**GENESY ELECTRIC LANTERN CO.**  
1706 Washington St.,  
Kansas City, Mo.



Getting Their Picture

Omaha, Neb.:

Omaha, Nebr.,  
March 23, 1922.

Mr. Herschel Wence,  
Town Marshal,  
P. O. Box 244,  
Shelburn, Ind.

Dear Mr. Marshall:

I am in receipt of your letter of the 20th inst. and contents noted. The article you read concerning what took place in the central police station which gave me much publicity was about as "briefed up" in the Associated Press.

I had an Italian, whose name I do not now recall, before me for operating an illicit still and manufacturing corn alcohol, called by some locally, hooch, in other parts of the west, skullcap, also, white mule. On the stand several gallon glass containers were brought in as evidence.





Champion Baltimore and Ohio Girls Basketball Team of Garrett, Ind.

When the evidence was all in I said to the Italian, "If you will drink a half-pint, or a water glass of this vile stuff, I will turn you loose."

He shook his head and answered, "Not me. I make it to sell and not to drink."

I responded, "If you refuse to drink it I will bind you over to the district court, fixing your bond at \$1,500," and he still said he would not drink it.

I then said, "Bound over. You are in a fine business, manufacturing a poison you will not drink yourself."

I then told his lawyer if he would drink a glass I would turn the Italian loose, and he said, "Nothing doing. I am employed to defend this man, not to commit suicide."

All thought it such a good story that it was used by the Associated Press and I frankly say, locally, it made a hit, and one Prohibition friend of mine, knowing I had always been a liberal, said that it was the best Prohibition speech in a few words ever made here and that it would impress itself on the minds of the loose drinkers. I believe many who drank this raw whisky have sworn off.

(Signed) William F. Wappich,  
Police Magistrate, Omaha, Nebr.  
—*The American Issue.*

## Garrett Baltimore and Ohio Girls Have Champion Basketball Team

By F. N. Shultz, Division Operator

THE accompanying picture shows the personnel of the Baltimore and Ohio Girls Basket Ball team of Garrett, Ind. They are the Champions of this part of the country, having beaten every team they have met.

Decatur claimed the best girls team in Indiana, but were easily defeated by our girls. Then Fort Wayne thought they could turn the trick, but lost, the score 30 to 9. Disappointed, they re-organized, strengthened their team and again met defeat to the tune of 26 to 10. Now they have organized a team composed of the strongest and fastest girls from their several aggregations and the battle is on February 8. They are determined to win, but so far as we are concerned, the result is not in doubt. Our girls cannot be beaten, their morale is unbroken, they wear the smile that won't come off.

Much credit is due to their Coach, Mr. Ralph Bishop, whose tireless activity has, in no small measure, brought about the wonderful team work and passing which baffles their opponents, and the remarkable basket shooting of the two forwards, Kathryn Patterson and Verna

Williams, who keep the tally-man busy marking up their scores.

The girls in the picture are: left to right; Bernice Byanski, Kathryn Patterson (captain and manager), Willie Haverstick, Verna Williams, Jirene Gregory, Leona Wallace, Amelia Dirr.

The game with the Fort Wayne Selected girls team was played at the Garrett gym with this result:

Baltimore and Ohio girls - 24  
Fort Wayne Selects - 7

The Fort Wayne girls put up a fine exhibition of basketball, but were outclassed by our Baltimore and Ohio Wonders. Our girls challenge any team on the System.

## Twelve O'Clock and All Is Well

IN the accompanying picture we have General Supervisor of Time Service W. C. Donnelly and his "inspection train" which he used to carry a load of clocks over our Chicago Terminals. The picture was taken at East Chicago, Indiana. The clocks, which he installed at various points, are standard timepieces from which comparisons are to be made by employees. The gentleman who holds the clock is Mr. Clifford Pugh, watch inspector at Pittsburgh. At his left stands Mr. Donnelly.

Superintendent DeVeny furnished the train, which consists of a motor car engine, a closed car and a car in the rear which held

the clocks. Mr. Donnelly bids us call the attention of our readers to the fact that "the photograph was taken at 12 o'clock with the sun at meridian—High Twelve." Needless to say that this train travelled "on time."

## New Grain Elevator Facilities at Locust Point

(Continued from page 31)

arises and before it is permitted to spread throughout the plant and settle on the walls and floors.

The additional property required for the construction of the plant has all been secured, and contracts for some of the preliminary work incident to the main construction program have already been awarded.

Detailed working drawings for the main elevator plant and galleries, which are being prepared by the John S. Metcalf Company of Chicago, are now nearing completion and it is expected to have the entire work under contract early in April. As the construction of these facilities will require approximately one year, the plant should be ready for initial operation early in the Spring of 1924.



THE TRAIN THAT HELPS TO INSTALL OUR STANDARD CLOCKS

Henry Salton is the engineer, William Ellis is the conductor, and Frank Leek the carpenter. Watch Inspector Clifford Pugh, Pittsburgh, and General Supervisor of Time Service W. C. Donnelly are standing at the right of the clock



# Stifel's Indigo Cloth

Standard for over 75 years  
*"The white won't weaken"*



**R**AILROAD men and Stifel's Indigo Cloth have been "pals" for over 75 years. The cloth is *strong*, wears everlastingly and *keeps* its looks. The leading Shirts, Overalls, One-Piece Garments and Women's Dresses are made out of it. Look for the boot-shaped trade-mark on the cuff.

*Garments sold by Dealers everywhere. We are Makers of the Cloth only.*

**J. L. STIFEL & SONS**  
*Indigo Dyers and Printers*  
Wheeling, W. Va.

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Chicago, 223 W. Jackson Boulevard  
St. Paul, 724 Merchants Nat. Bank Building  
St. Louis, 604 Star Building

Baltimore, Market Pl. & Pratt St., 117 W. Balto St.  
St. Joseph, 201 Saxton Bank Building  
Winnipeg, 400 Hammond Building  
San Francisco, 508 Postal Telegraph Building

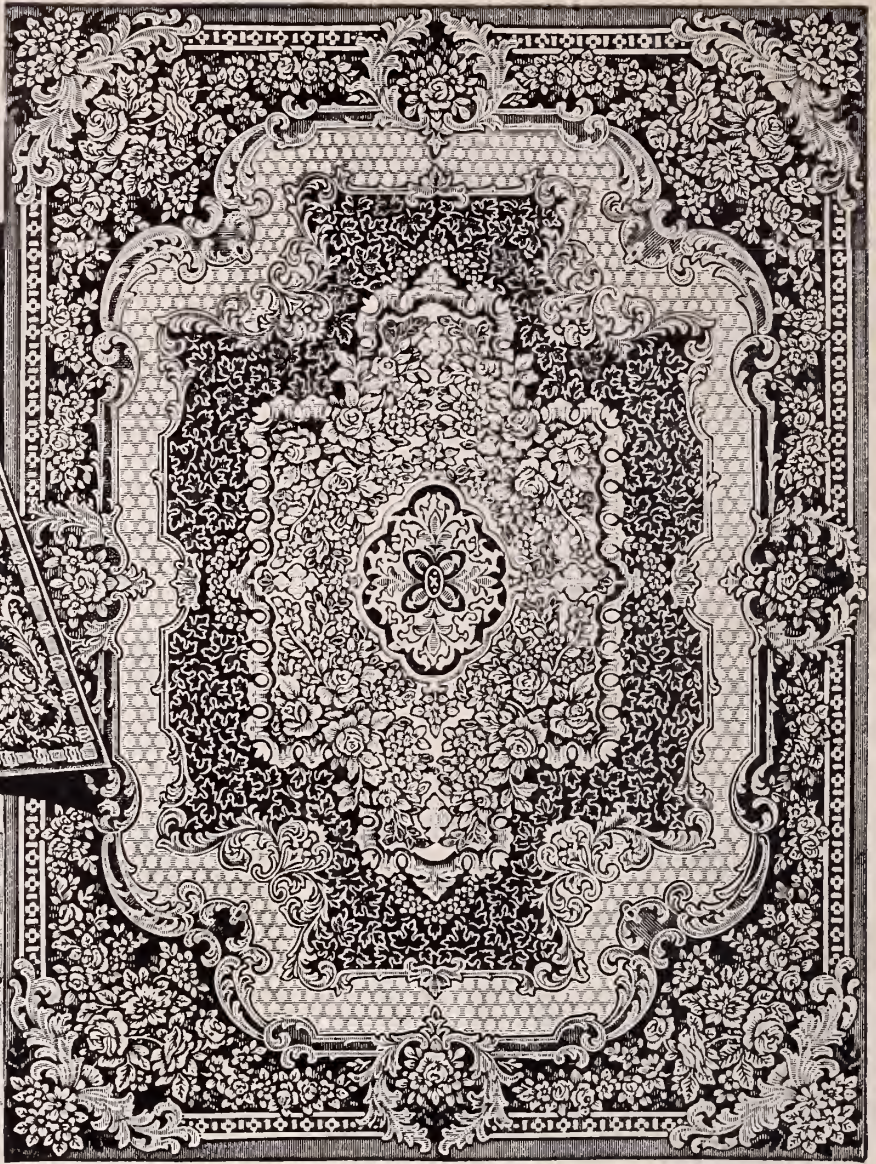
REG. U.S. PAT. OFF.



This boot-shaped trade mark on the work clothes you buy means long wear.



# FREE HEARTH RUG



**\$1**

## BRINGS THIS Seamless Wool Face **Brussels Rug** 9 ft. x 12 ft., Full Room Size—Hearth Rug is FREE!

A wonderful rug at a bargain price—and yours on easy terms. Just send \$1 for this handsome wool face rug. Lay it on your parlor or living room floor. See how beautifully its rich colors blend with the furnishings of the room. It is a pattern you will never tire of. *Keep it 30 days on Free Trial.* Then if you are not perfectly satisfied—if you don't say it is the biggest rug bargain you have ever seen—return it and we will at once refund your \$1 and pay transportation charges both ways. If you keep it, pay the balance a little each month.

### FREE Hearth Rug!

With every order for the large Brussels Rug shown above, we send you absolutely FREE this beautiful, best quality, seamless 27 x 54-inch Hearth Rug. Handsome all-over floral pattern with medallion center in a field of antique blue, embellished by rich reds, tans and greens in pleasing combination. Harmonizes with large rug.

### Nearly a Year to Pay!

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# Baltimore and Ohio Magazine



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**April 1923**



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## Neat English Last-Oxford

Its beauty is in its neat, plain lines and medium narrow toe which many men prefer. Wide across the ball and tapering to the English last toe. Probably the most standard, universal popular last made. Cordovan shade soft uppers which take a most beautiful polish. Heavy single oak soles Goodyear Welt sewed. Goodyear "Wingfoot" rubber heels on every pair. This oxford also comes in big sizes at no extra charge. Send pencil outline of foot as per directions below. No. 8215

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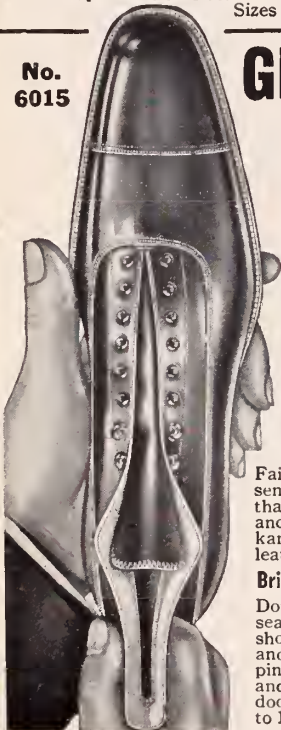
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Sizes 6 to 12.

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# GENUINE AUSTRALIAN KANGAROO LEATHER

## FINEST UPPER LEATHER TANNED

Not many men have had the pleasure of wearing these wonderful kangaroo leather shoes for they generally sell in exclusive Boot Shops for \$12.00 to \$18 a pair. Many men wrote us who could hardly believe that we were selling the genuine kangaroo at this popular price. The many thousands of men to whom we have sent them, many of whom have bought a second and third pair, will testify to the exceptional quality and genuineness of these shoes. You know that we could not advertise them as genuine kangaroo if they were not the real article. So, do not delay but just order on approval at once and examine them right in your own home. We are the only losers if they are not thoroughly satisfactory, for we agree to refund any payment made and also the cost for return postage if you are not highly pleased.

### BANKER LAST

This picture gives a particularly clear view of the neat lines to this famous Banker last. You will say it's rightly named and it's the style worn by the best dressed business men. Fairly wide across the ball tapering gently to a semi-square toe. Extra fine plain neat stitching that gives a very dignified and dressy appearance. Add to this the wonderful fine grain soft kangaroo leather which takes a polish like patent leather and you can imagine the result.

Brisk—Keen and Dressy—Famous Straight Last  
Don't hesitate or delay. This is probably the last season we can offer these genuine kangaroo shoes at this popular price. Our contract is filled and leather prices advanced considerably. Just pin a dollar to the coupon below, give us the size and we will send them right to your door on approval. No. 6015

**\$7.45**  
Sizes 6 to 11. Black only.

### ADMIRAL LAST

We consider this the very finest foot fitting last ever built for the man with the medium wide or wide foot. Cut wide across the ball in the blucher style which gives the fullness for the high instep. Rounded to a semi-round toe to conform perfectly with the lines of the proper shape foot and we guarantee it to give perfect foot comfort. It will absolutely help correct foot trouble caused by improper shoe fitting.

### "SOFTER THAN KID" "TOUGH AS HICKORY"

We demanded in our contract for these shoes every specification for the finer shoe construction. Single heavy oak soles, Goodyear Welt sewed. Genuine Goodyear "Wingfoot" rubber heels. Genuine leather trimmings throughout. Padded stitched tongue. Full grain leather insole. Genuine leather counter and all details which come in the higher grade shoes.

We believe that every man understands the economy of good quality, and we only ask the privilege of sending you a pair of our shoes on approval for you to be the judge. If thoroughly pleased spread the cost over six full months. No. 5915

**\$7.45**  
Sizes 6 to 11. Black only.

THE CLEMENT COMPANY,  
1550 Indiana Avenue, Chicago, Illinois

Gentlemen: Enclosed find \$1.00 as first payment for which please send me a pair of shoes as noted below. If shoes are as you say, I agree to send \$1.25 each month until paid for—otherwise I will return in 48 hours, you to refund my \$1.00 and return postage.

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Address .....

Employer's Name .....

Get your name on our big list of satisfied customers and receive immediately our Big Money Saving Catalog of men's and boys' clothing—just off the press. Start right now to save money on quality wearing apparel.



WE GUARANTEE FIT  
Send us exact size if you know it. If not, send an outline of your stocking foot drawn on a piece of paper by tracing a pencil around the stocking foot. This assures you of a perfect fit.

**THE Clement Company**  
1550 INDIANA AVE.-CHICAGO, ILL.



# Miss Lauer First, Miss Stevens Second in Good Will Vote—Both Will Accompany Miss Spengler on Trip to France

The formal announcement sent to all Candidates in the Good Will Contest recently held on the Baltimore and Ohio, follows:

APRIL 9, 1923.

To All Candidates in the Good Will Election:

I beg to enclose herewith a tabulation of the votes for the Second Delegate to France as passed by the tellers at the various points on the System and assembled in Baltimore. Miss Anna Magdalene Lauer, an employe in the office of Mr. C. A. Gill, superintendent of Motive Power, Baltimore, Md., having received the highest number of votes, 11,837, is therefore elected to be the Second Delegate to France to accompany Miss Nina Spengler, an employe in the office of Auditor of Merchandise Receipts

We have within the last few days received a ruling from the American Committee which accords the Baltimore and Ohio Railroad Company the privilege of sending a third delegate, and logically, also with the concurrence of the Management, the nominee receiving the next highest vote has been selected

Miss Margaret Talbott Stevens, associate editor of the Baltimore and Ohio MAGAZINE, and known to its readers as "Aunt Mary," received the next highest number of votes, 7,068, and therefore she has been elected as the additional delegate. The representation of the Baltimore and Ohio, therefore, on the expedition to France will be as follows:

Miss Nina Spengler, Office of Auditor Merchandise Receipts.

Miss Anna Magdalene Lauer, Office of Superintendent of Motive Power, Baltimore, Md.

Miss Margaret Talbott Stevens, Associate Editor of the Baltimore and Ohio MAGAZINE.

I want to extend my congratulations to all of the candidates for the interest in the matter and to express my regret that it was not possible to send all of them on this trip to France.

J. S. MURRAY,

Assistant to President,

General Chairman

Ballots	Name	Occupation	Department	Location
55	SARA C. ADLER	Secretary	Tariff Bureau	Baltimore.
725	STELLA B. ALLEN	Chief Cl'k to R'd Foreman of Engines	Transportation	Washington, Ind.
49	N. H. APPELGARTHE	Clerk	General Freight Claim Agent	Baltimore.
34	MARY BLANFORD	Clerk	Division Accounting	Dayton, Ohio.
235	MADGE BRENNAN	Stenographer	Division Storekeeper	Cumberland.
157	ALICE O. BUDERER	Clerk	Cost Engineer	Baltimore.
26	THELMA CAMPER	Clerk	Division Accounting	Cornellsville.
88	THERESA COOK	Clerk	Auditor Passenger Receipts	Baltimore.
2036	LUELLA CLAYTON	Clerk	Division Accounting	Dayton, Ohio.
49	M. G. CRAIG	Clerk	General Manager	Baltimore.
79	JESSIE M. CROOKS	Clerk	Auditor Merchandise Receipts	Baltimore.
1397	C. H. CUMMINGS	Clerk	Motive Power	Chicago.
201	JANE R. DELAHAY	File Clerk	Engineering	Baltimore.
512	EDITH E. EVANS	Stenographer	Law Department	Cincinnati
1447	B. V. FEAGANS	Chief Clerk to Trainmaster	Transportation	Washington, Ind.
502	FLEDA FEAGANS	File Clerk	Superintendent's Office	Weston, W. Va.
586	C. L. FISCH	Clerk	Transportation	Grafton, W. Va.
132	MARIE H. FOX	Secretary to Division Freight Agent	Traffic	St. Louis
921	VIRGINIA FOLEY	Clerk	Transportation	Toledo, Ohio.
1031	LENORA GRACE	Stenographer	Division Accounting	Cornellsville.
150	LOLA GREGORY	Clerk	Motive Power	Chicago.
267	JULIA GROB	Clerk	Auditor Merchandise Receipts	Baltimore.
58	RUTH K. GUYTON	Stenographer	Auditor Passenger Receipts	Baltimore.
976	E. M. HEINEKAMP	File Clerk	Superintendent of Shops	Mount Clare.
41	IRENE HUNT	Clerk	Division Accounting	Cornellsville.
325	M. ECELLE JONES	Stenographer	Electrical Engineer	Baltimore.
205	WINIFRED C. KING	Clerk	Division Accounting	Cumberland.
11837	ANNA M. LAUER	Clerk	Superintendent Motive Power	Baltimore.
58	D. MCCONNELL	Clerk	Auditor Freight Claims	Baltimore.
731	MARIE McMORROW	Timekeeper	Local Freight Office	Cincinnati
364	ROSE M. MICHEL	Stenographer	District Master Mechanic	Baltimore.
146	M. SUE MILLER	Stenographer	Auditor Merchandise Receipts	Baltimore.
3613	OLIVE S. MILLS	Secretary	General Claim Agent	Baltimore.
82	C. MULLEN	Clerk	Local Freight Office	Cincinnati.
514	IRENE NEFF	Chief Clerk to Agent	Transportation	Piedmont, W. Va.
249	M. E. NELSON	Clerk	Auditor Merchandise Receipts	Baltimore.
3138	E. H. OLDHAM	Secretary to Ass't Gen'l Freight Agent	Traffic	Cleveland
1102	E. R. OURSLER	Secretary	Accounting	Mount Clare.
318	EDITH PEPPER	Cashier	Transportation	Salcm, W. Va.
2202	S. ROMISER	Clerk	Division Accounting	Cumberland.
122	D. RUBENSTEIN	Stenographer	General Freight Office	Baltimore.
7068	M. T. STEVENS	Associate Editor	Magazine	Baltimore.
344	L. E. SCHUELER	Clerk	Assistant Auditor Disbursements	Baltimore.
96	ELLA L. STARKE	Investigator	General Freight Claim Agent	Baltimore.
327	DOROTHY TOBIAS	Stenographer	Auditor Merchandise Receipts	Baltimore.
955	ANNA M. UNKS	Clerk	Superintendent's Office	Grafton, W. Va.
911	G. WEHAGE	Stenographer	General Superintendent	Cincinnati
117	MADLINE WHITE	Clerk	Auditor Freight Claims	Baltimore.
1958	EVA WINTERS	Secretary	Superintendent	Newark, Ohio.
59	L. ZIHLMAN	Clerk	Division Accounting	Cumberland





# Baltimore and Ohio Magazine

Volume 10

Baltimore, April, 1923

Number 12

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 46,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can



# Baltimore and Ohio Steward a Second "Dan" Healy!



"Dan" Healy was the world famous and universally beloved steward of the Pioneer Limited of the C. M. & St. P. Railroad. Shortly after his death last year the Minneapolis Daily News printed a splendid editorial tribute to him, and this, with a brief comment from the Milwaukee Employes Magazine, was run in the December issue of our Magazine at the request of President Willard, who knew "Dan" Healy well and vouched for all the good things said about him. Shortly after this issue of the Magazine was placed on our dining cars the editor received the following letter:



## The Bellevue-Stratford Philadelphia

In the December Baltimore and Ohio Magazine "Dan" Healy was remembered. He was remembered favorably. We may say the breaks of luck came Fealy's way. Perhaps they did, but his average was above that of those around him, we may be sure, or luck would never have noticed him. He saw those who were his guests as through a stereoscope; he made them individuals.

We know a Steward as the keeper of a trust. His trust is the boiled down efforts of the Traffic men behind him. He is a "visible" in their work, a strong ally, as long as man remains the victim of his-victuals.

The writer knows the roads from coast to coast and spends much of his time on trains. Thanksgiving morning, last, he used the Baltimore and Ohio from Baltimore to Washington. It was your 8 a. m. train from Baltimore. The morning was fine, but the hotel clerk at the --- (or was it the ---) in Baltimore did all he could to make it gray. The cigar clerk found "Good morning" an offense. The sun still shone outside but the writer's eprilite had been dampened and he was on the defensive.

Then to the dinor, for the train was under way. A demi-tasse, before he even ordered, took all the fight away. The orange alicod was one of those leather ones we sometimes run across. The waiter took it back. The Steward overboard and went back with him. Another orange came, a fine one. The Steward came too.

"That was a very poor orange you had. They should know better than to serve that kind."

He did not say much and "bawled nobody out" to impress one with his authority. But you got the inference that it wouldn't happen twice. The car was well filled and he gave each guest attention.

It is men like him and Healy who have lifted "Steward" from its origin to mean a place of trust.

*Stanford McGinnis*

N. B. —The steward referred to was in our service for only a short time but had already begun to share the reputation for courteous and satisfactory service which has been made by our other stewards and their crews, most of them veterans of the Baltimore and Ohio—Ed.





## Prides of The Baltimore and Ohio—No. 3



My job as information clerk is not an easy task,  
 Especially when you realize the queer things people ask—  
 They want to know the time of trains; then, when these  
 trains are due,  
 "Oh, please, Sir, have you seen Aunt Jane, or little  
 Cousin Sue?"

They ask about the weather from New York to Louisville,  
 And "what think you that I should eat if riding makes me ill?"  
 But I always keep a level head and never get alarmed—  
 The secret of my courtesy? I'm always well informed.

MTS  
 C4D



# BALTIMORE AND OHIO MAGAZINE

Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employes

VOLUME 10

BALTIMORE, APRIL, 1923

NUMBER 12

## Constructive Transportation Program for 1923

### Extraordinary Cooperative Effort Being Made by Railroads to Meet the Need of American Business for Greater Service

THE following statement was authorized and the following resolutions adopted at a *Member Meeting of the American Railway Association* and were approved at a *Member Meeting of the Association of Railway Executives*, both meetings being held in New York City, April 5, 1923.

Despite the obstacles placed in the way of an efficient transportation service by the cumulative effect of the Coal Miners' strike beginning April 1, 1922, and the Shopmen's strike beginning July 1, 1922, the railroads, as shown by the report of the Car Service Division of the American Railway Association hereto appended, have, between July 1, 1922 and March 17, 1923—a period of 37 weeks—handled the greatest volume of traffic ever transported in the history of the country during any corresponding period of thirty-seven weeks.

(See Table 1 below.)

Anticipating a still larger development in agriculture and other departments of industry with the resulting increase in tonnage, and for the purpose of meeting the demands of commerce in an adequate and efficient manner, individual railroads, in the fourteen months from January 1, 1922 to March 15, 1923, have purchased an aggregate of 223,616 new freight cars, of which 117,280 have been delivered and put in service, and on March 15, 106,336 were on contract for delivery during 1923; and in the same period, have also placed in service or purchased an aggregate of 4,219 new locomotives, of which 2,106 have been placed in service, and on March 15, 2113 were on contract for delivery during 1923. The numbers given, both as to new cars

and new locomotives, are exclusive of subsequent orders which it is anticipated will be placed during the current year.

The significance and importance of these figures will be appreciated when it is remembered that the average number of new cars and new locomotives added over a period of ten years, 1913 to 1922 inclusive, has been—

101,009 New Cars per year  
1,060 New Locomotives per year  
and that during the two years and two months of Federal Control there were purchased a total of—  
100,000 New Cars or approximately 46,000 per year,  
1,930 New Locomotives or approximately 800 per year.

Aggregate carrying capacity of freight cars increased in the ten year period 1912 to 1921 inclusive 22.0 per cent.; and aggregate tractive power of locomotives increased during same period 40.8 per cent.

The railroads in full realization of the necessity for the greatest improvement and expansion possible in the country's transportation facilities to meet the growing demands of commerce, actually expended in the year 1922—

For Cars.....\$200,000,000.  
For Locomotives..... 45,000,000.  
For trackage and other facilities..... 195,000,000.  
Total.....\$440,000,000.

The railroads have authorized expenditures for equipment and other facilities of approximately \$1,100,-

000,000. for the year 1923, divided as follows:

For Cars..... \$515,000,000.  
For Locomotives..... 160,000,000.  
For trackage and other facilities..... 425,000,000.

Total.....\$1,100,000,000.

The railroads of the country are raising this enormous amount of additional capital largely through borrowed money on the abiding faith in the fairness of the American people and reliance on the continuance of the policy announced in the Transportation Act, 1920, as a measure of reasonable protection to investment in railroad property.

In order to bring about the most effective cooperation between the managements of the several carriers and to insure, to the highest degree practicable, adequate provision for the country's transportation requirements, a plan has been agreed upon which is set out in the following resolutions:

RESOLVED, First, That the report of the Car Service Division reviewing transportation conditions and presented at this meeting be approved, and that, in order to further improve transportation conditions and to make the best practicable provision to meet transportation requirements as they develop, the following recommendations are adopted by the railroads as a definite policy and working program.

1. That by October 1, 1923, when the peak movement ordinarily begins, cars awaiting repairs be reduced to

TABLE 1—

Cars of Revenue Freight Loaded 37 Weeks July 1, 1922 to March 17, 1923

	1922	1921	1920	1919	1918
37 Weeks.....	32,939,789	28,879,325	31,312,945	31,668,850	30,819,593



the normal basis of five per cent. of the total equipment of the country.

2. That by October 1, 1923, locomotives awaiting heavy repairs be reduced to the normal basis for the entire country of 15 per cent.

3. That to the extent coal is stored for railroad use, complete the storage requirements by September 1, so that after that date the equipment and other transportation facilities may be used to the greatest extent for commercial coal necessities.

4. That the use of power and equipment for railroad construction and maintenance purposes be restricted to the minimum after September 1st in order that a maximum of power and equipment may be available for commercial purposes.

5. That railroads in producing and consuming sections impress upon all interested the necessity for movement of coal and ore via the Lakes in the largest possible quantity early in the season. That railroads serving upper Lake ports carry on campaign for early purchase and shipment of coal from the upper lake docks to points of consumption.

6. That an effort be also made to being about the prosecution of road and building construction work as early in the season as possible in order that equipment may be available for larger movement of seasonal commodities.

7. That all interested be impressed with the necessity for loading all cars to maximum capacity in an effort to bring the average loading to thirty tons per car for the entire country; for unloading cars promptly; increasing storage facilities where necessary and practicable and providing adequate siding capacity to facilitate loading and unloading, thereby increasing the number of available cars.

8. That every possible means be adopted to increase the mileage per car per day to an average of thirty for the entire country, particular attention being given to prompt movement through terminals and yards and to the issuance of embar-

TABLE 3—

## Cars of Revenue Freight Loaded 37 Weeks July 1, 1922 to March 17, 1923

	1922	1921	1920	1919	1918
37 Weeks.....	32,939,789	28,879,325	31,312,945	31,668,856	30,819,593

goes when necessary to prevent congestion.

*Cooperation of shippers and the public in the past has been most helpful in bringing about heavier loading, prompt unloading and increased mileage per car, and only by their continued cooperation and their full knowledge of what this means to their own transportation requirements can results be secured in these matters. It will be understood that each individual railroad will cooperate with its own shippers to this end and the Car Service Division will take similar action with national and district associations to bring about the fullest measure of cooperative effort.*

9. In the event of a car shortage, reports to the Car Service Division should be carefully reviewed by each railroad organization so that the report will more nearly indicate the actual car shortage measured by the ability to load daily, rather than a cumulative shortage which does not reflect the daily existing condition.

10. The railroads have already established and have in active and effective operation a comprehensive organization in the Car Service Division for the central control and distribution of freight cars which, during recent periods of car shortage, has under difficult conditions, secured to the public the best possible use of available freight equipment. The Car Service Division as a central agency, and through their District Managers, together with the District Shippers Committees, which have been and are being organized, will keep informed of traffic requirements with a view to the equitable and timely distribution and handling of equipment.

The railroads pledge themselves to renewed and effective compliance and cooperation with the directions of the Car Service Division, asserting

the belief that, with the new equipment on order and the program for rapid conditioning of equipment requiring repairs, the freight equipment of the railroads will be handled and used in moving the commerce of the country to the best possible advantage.

The cooperation of the public with the railroads and their officers and employes generally is invited in order that by a better understanding and united effort transportation may be facilitated and the needs of the country more promptly and adequately provided for.

RESOLVED, Second: That individual roads give to the general public and to the patrons of their respective lines information as to their program, and also keep them currently advised of the progress made hereunder, including, so far as the individual line is concerned, information as to the progress made in its locomotive and car repairs and other improvements in transportation facilities.

## Report and Recommendation of Car Service Division

March 25, 1923

MR. R. H. AISHTON

President

American Railway Association

Dear Sir:

The Car Service Division has made a review of the conditions it has faced and those which have confronted the railroads in the handling of equipment during the past year and in the light of that review and their previous experience, wish to make the following report together with certain recommendations:

1. **Car Loading.** The loading during the year 1922 compared with the years 1920 and 1921 is as shown in Table 2.

This indicates, with the exception of coal, coke, ore, forest products and miscellaneous that the railroads handled a heavier business during 1922 than was handled in any previous year in spite of the handicaps caused by the strike of the miners and the shop crafts. The increase is particularly noticeable in grain and grain products. The loading in the last quarter of 1922 and in 1923 to date shows very marked increases over any previous year.

(See Table 3 above.)

2. **Car Supply.** There was reported during the first eight months of 1922

TABLE 2—

## Car Loading Record

	1920	1921	1922	1923
Grain and Grain Products.....	1,843,018	2,292,779	2,467,358	.....
Live Stock.....	1,553,424	1,496,928	1,637,923	.....
Coal.....	10,082,450	7,975,341	7,448,341	.....
Coke.....	647,704	318,289	490,864	.....
Forest Products.....	3,057,730	2,486,581	2,939,046	.....
Ore.....	2,410,229	906,842	1,586,396	.....
Merchandise—L. C. L.....	9,012,511	11,010,090	11,877,812	.....
Miscellaneous.....	16,511,406	12,836,308	15,265,779	.....
Total.....	45,118,472	39,323,158	43,713,519	
Total January 1 to				
March 17.....	8,860,209	7,666,196	8,242,088	9,474,662



**TABLE 4—**

	New Equipment. Freight cars put in service year 1922						
	Box	Refrs.	Coal	Stock	Flat	Others	Total
Railroad.....	27,613	6,519	37,604	2,539	2,074	872	77,221
Railroad Owned							
Private Refrigerator Companies.....	9,129						9,129
<b>Total.....</b>	<b>27,613</b>	<b>15,648</b>	<b>37,604</b>	<b>2,539</b>	<b>2,074</b>	<b>872</b>	<b>86,350</b>
<b>New freight cars put in service January 1 to March 15, 1923</b>							
Railroad.....	13,424	1,941	12,159	1,103	500	279	29,406
Railroad Owned							
Private Refrigerator Companies.....	1,524						1,524
<b>Total.....</b>	<b>13,424</b>	<b>3,465</b>	<b>12,159</b>	<b>1,103</b>	<b>500</b>	<b>279</b>	<b>30,930</b>
<b>New freight cars on order March 15, 1923</b>							
Railroad.....	50,281	3,821	36,498	2,169	1,648	962	95,379
Railroad Owned							
Private Refrigerator Companies.....	10,957						10,957
<b>Total.....</b>	<b>50,281</b>	<b>14,778</b>	<b>36,498</b>	<b>2,169</b>	<b>1,648</b>	<b>962</b>	<b>106,336</b>
<b>Total put in service and on order 1923</b>							
	63,705	18,243	48,657	3,272	2,148	1,241	137,266
<b>New Locomotives.</b>							
Locomotives put in service year 1922.....							1,379
Locomotives put in service January 1 to March 15, 1923.....							727
Locomotives on order March 15, 1923.....							2,113
Locomotives put in service and on order 1923.....							2,840

an average daily surplus of equipment of 270,750 cars. The severe reported shortage began at 58,670 on September 1, and reached a peak point of 179,239 cars, on October 31, since which time it has receded to 74,442 cars, on March 15, 1923.

The demand for all classes of equipment continues without any indications of lessening at this date. There still remains considerable grain to move from the country elevators and farms, and a very heavy fertilizer movement is under way, particularly in the Southern territory.

Forest Products loading continues heavy with prospects good for sustained heavy movement.

**3. Prospective Business—1923.** The loading since January 1, 1923 is running well ahead of any of the three previous years. From the best information obtainable by the Car Service Division from railroad and other sources, there is every indication that there will be continued heavy business throughout the year. Our graphic chart shows loading for a five year period and also shows the estimated loading during the year 1923, based upon the assumption that business will continue to increase at the same rate as shown by the first seven weeks of 1923 over the corresponding periods of the weekly average for the past four years.

**RECOMMENDATIONS**

**1. Repairs of Equipment.** Table 5 indicates the percentage of freight equipment awaiting repairs as of dates shown: (See Table 5.)

We recommend that there be a continuous campaign for the reduction of the cars awaiting repairs, so that there will be on October 1, 1923, not in excess of an average of five per cent. equipment of the entire country awaiting repairs. This repair program should be prosecuted with a view to conditioning for grain and grain products movement the largest possible number of box cars.

**Awaiting Retirement.** As the present report of cars awaiting repairs includes some cars that will not be repaired, but are held awaiting

opportune time for retirement, we recommend they be eliminated entirely from the report and deducted from the ownership, or shown as a separate item, so that the figures indicating the cars awaiting repairs will reflect the correct situation in that respect.

**Refrigerator Cars.** There is a continuously increasing demand for refrigerator equipment over the entire country, and we recommend that extraordinary measures be taken to reduce refrigerator car equipment awaiting repairs to the lowest possible limit.

**2. Locomotive Repairs.** Table 6 shows the condition of power on the dates indicated: (See Table 6.)

We recommend a program calling for a reduction of the locomotives awaiting heavy repairs to a total average for the entire country of 15 per cent. by October 1, 1923.

**3. Storage Coal.** In the interest of making available the greatest possible supply of equipment at the time of greatest peak transportation demand in the Fall months, we recommend that the railroads' program for coal storage be so arranged as to complete this storage by September first.

**4. Use of Equipment by Railroads.** It is recommended that there be a very close supervision over equipment used by railroads to the end—

(a) That construction work be planned so that the equipment required for commercial purposes in the Fall, at time of peak demand, will not be tied up in railroad construction work, to a greater extent than is absolutely necessary.

(b) That railroads require that in the loading of equipment with their own material, full car capacity is utilized with a view of reducing to the minimum the number of cars in this service.

(c) That there be no unnecessary delay in the unloading of railroad material. There is a greater necessity for supervision over this than over the unloading of commercial traffic.

**TABLE 5—** All Freight Cars Awaiting Repairs

	Heavy	Light	Total
January 1, 1922.....	11.3 per cent.	2.4 per cent.	13.7 per cent.
July 1, 1922.....	11.6 per cent.	2.7 per cent.	14.3 per cent.
January 1, 1923.....	7.2 per cent.	2.3 per cent.	9.5 per cent.
February 1, 1923.....	6.9 per cent.	2.3 per cent.	9.2 per cent.
March 1, 1923.....	6.9 per cent.	2.6 per cent.	9.5 per cent.
March 15, 1923.....	6.9 per cent.	2.4 per cent.	9.3 per cent.

NOTE: 98,422 Serviceable Freight Cars would have been added to the Available Supply if Percentage of Cars Awaiting Repairs was Reduced to 5% instead of 9.3% as on March 15, 1923.



TABLE 6—

	Awaiting Repairs		
	HEAVY	LIGHT	TOTAL
January 1, 1922....	18.7 per cent.	5.1 per cent.	23.8 per cent.
July 1, 1922.....	17.6 per cent.	4.8 per cent.	22.4 per cent.
January 1, 1923....	21.1 per cent.	3.0 per cent.	24.1 per cent.
February 1, 1923....	21.0 per cent.	2.9 per cent.	23.9 per cent.
March 1, 1923.....	20.8 per cent.	3.0 per cent.	23.8 per cent.
March 15, 1923....	21.6 per cent.	2.6 per cent.	24.2 per cent.

NOTE: 4,244 Serviceable Locomotives would be Added to the Available Supply if Percentage of Locomotives Awaiting Heavy Repairs was Reduced to 15% instead of 21.6% as on March 15, 1923.

### 5. Elimination of Railroad Delays.

We recommend that every practical means be adopted to prevent unnecessarily tying up equipment by—

(a) Reducing the delays in the movement of loaded and empty equipment and giving particular attention to the movement of refrigerator cars, the demand for which is constantly increasing over the entire country.

If all cars owned by all Class One Railroads had been moved at the rate of 30 miles per car per day during months of September, October and November, 1922, instead of the average actually made of 25.0 miles per car per day, IT WOULD HAVE IN EFFECT RESULTED IN ADDING 334,681 CARS TO THE OWNERSHIP.

(b) Embargoing promptly consignees delaying the unloading of equipment.

(c) Embargoing without delay receipt of traffic from connections beyond the railroad's ability to accept and move cars promptly.

(d) Line responsible for disability which makes an embargo necessary should assume that responsibility and issue embargo promptly to prevent congestion and without making it necessary for its connections to issue an embargo on their own initiative due to another line's disability and its failure to promptly embargo.

Eliminate entirely where practicable, or curtail to the greatest possible extent, use of permits for traffic against an embargo, which practice tends to defeat the purpose of an embargo, thus preventing the prompt clearing of a congestion.

### 6. Cooperation with the Public.

We recommend that each railroad conduct a campaign with its own

shippers in the interest of continuing the effective cooperation in conservation of equipment by impressing upon them the necessity for—

(a) Loading equipment as near to its capacity as is practical with the various classes of commodities, thereby reducing the number of cars required and likewise reducing empty mileage in the return of equipment to producing districts.

IF ALL THE CARS THAT WERE LOADED DURING SEPTEMBER, OCTOBER AND NOVEMBER 1922, HAD BEEN LOADED TO AVERAGE OF 30 TONS PER CAR (a figure heretofore attained) INSTEAD OF THE ACTUAL AVERAGE OF 27.7 TONS PER CAR, IT WOULD IN EFFECT HAVE ADDED 188,357 CARS TO THE OWNERSHIP.

(b) Restricting so far as practicable the number of cars shipped under "to order-bills-of-lading," which invariably causes delays to the equipment at destination.

(c) Limiting the reconsignment of traffic to the greatest possible or practicable extent.

(d) Unloading cars promptly as possible.

(e) Increasing storage facilities where necessary and practicable and providing adequate siding capacity to facilitate loading and unloading, thereby increasing the number of available cars.

(f) Not ordering cars beyond ability to load daily.

(g) Proceeding early in the season with programs for road and building construction, coal storage by industries and public utilities, movement of Lake coal to the Northwest and ore to Lower Lake ports, the successful carrying out of which plans should reduce the peak movement to considerable extent in the months of September, October and November.

7. Car Distribution. We recommend that reports of cars ordered by shippers be carefully reviewed with a view of preventing inflation in reports made to the Car Service Division and which reports do not correctly reflect the actual situation. Carrying out of the plan now under way for elimination of the inflation in coal mine ratings will go far toward giving a correct indication of such coal car shortage as may exist. Similar action with all classes of traffic not only is desirable but necessary. Car shortage should represent only the actual number of cars a shipper has ability to load and ship daily.

The Car Service Division, through its District Managers with the assistance of shippers committees, will endeavor to keep informed of the

—THE EVOLUTIONIST—



THE MORAL OF WHICH IS—

Practice What You Preach or You May be Preached.



traffic demands in the various territories with a view of anticipating the equipment necessities in the various Districts and planning in advance to meet such demands.

We recommend that each railroad carry on a campaign with all the shippers interested as recommended

herein in the interest of a more complete cooperation to better meet the transportation needs.

Yours very truly,

CAR SERVICE DIVISION

By M. J. GORMLEY

Chairman

## Hats Off to Trainmaster Pritchett, Flora!

*His Energy, Foresight and Liberality Big Factors in Bringing Substantial Industry to Our Lines*

A SHORT time ago, the Commercial Club, of Flora, Ill., decided that a vigorous attempt should be made to secure a branch factory of some large industry, for their town, one of the principal objects being to furnish employment for the boys and girls living in that vicinity. The matter was referred to Industrial Agent R. L. Hamme, St. Louis, for advice and assistance. At the time Mr. Hamme had in mind a large shoe company which had decided to establish a branch factory, and which had under consideration a number of towns, many of which were not on the line of the Baltimore and Ohio.

Mr. Hamme discussed the matter at length with Trainmaster K. S. Pritchett, Flora, with the result that these two gentlemen called on the Commercial Club officers, and looked

the situation over thoroughly. Mr. Pritchett and Mr. Hamme securing data as to labor available by means of a circular questionnaire. After full data had been secured Mr. Hamme opened negotiations with the shoe company, which is a large one, well known, and has many branches in various parts of the country.

The Commercial Club of Flora was enthusiastic and finally secured the necessary guarantee to bring the factory to their town. No small measure of the credit for securing the guarantee, which was a substantial sum, is due to the untiring work and energy of Trainmaster Pritchett, who had a natural interest in the matter seeing that his home is in Flora, and that he is a loyal Baltimore and Ohio officer. In addition to giving his time to the work, Mr. Pritchett gave a considerable

sum of his own money to the subscription list opened by the Commercial Club, to secure the required guarantee.

The efforts of the Commercial Club, ably assisted in every way by Mr. Hamme and Mr. Pritchett, have been successful and the factory will be constructed in the near future. It will cost \$75,000 and will give employment to approximately 400, and in addition to this will mean a substantial number of cars of freight for the Railroad.

Among the commendatory letters received by Trainmaster Pritchett is one from Mr. H. O. Hartzell, manager Commercial Development, which reads as follows:

"Permit me to drop you these few lines to express my personal appreciation, as well as that of the Commercial Development Department, for the splendid efforts you have put forth in assisting Industrial Agent Hamme in bringing about the location of branch factory at Flora. You have certainly done splendid work in this instance, and it is just this kind of cooperation between the various departments that is going to make the good old Baltimore and Ohio the first Railroad of the land."

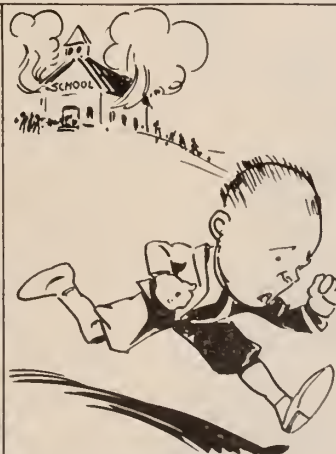
### Keep Cars Moving

*A standing car earns no money to pay wages*

**Keep Cars Moving**



Percy Adolphus Aloysius McToll as a child was a wonder at shoveling coal



While young Cyrus Peter McGillicuddy Byer could never be coaxed to go near a fire



When Adolphus grew up you'll be astonished to learn — You could not get him to look at anything that would burn.



While you'll see our friend Cyrus firing the flyer Any day that you ride on the Balto and Ohio \*\*

\*\* pronounced "Ohigher" east of the Alleghenies.



It's a good thing for the Baltimore and Ohio that Adolphus decided to become a coast guard. Cyrus was so afraid of coal when he was young that the habit stuck — he saves it yet. — **Save Coal** —

*Apologies to Goldberg*

# A Scoop A Mile In 1922 Would Have Saved 500,000 TONS

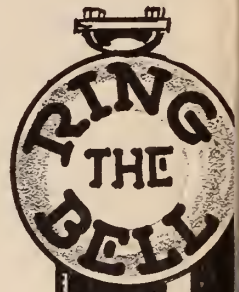


# March Actual Average Miles per Car

Actual Record, Excluding Bad Order Cars

Eastern Lines - - - - - 32.5 Miles per Car per Day  
 Western Lines - - - - - 32.4 Miles per Car per Day  
 System - - - - - 32.4 Miles per Car per Day

WESTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF				
			March-1923				Apr.-1923
			1-7	8-14	15-21	22-31	1-7
New Castle.....	44.7	3-31-23	39.6	36.9	41.3	44.7	44.4
Cleveland.....	35.1	10-14-20	24.7	23.4	21.6	23.6	23.5
Newark.....	47.0	4-30-12	28.7	24.9	26.4	26.0	26.8
Chicago.....	49.8	3-31-23	44.3	42.3	45.5	49.8	47.1
N. W. DISTRICT.....	38.1	3-31-23	36.3	33.9	35.7	38.1	37.6
Ohio.....	81.2	4-21-16	66.2	55.4	58.7	60.4	71.1
Indiana.....	33.6	2-21-20	24.4	19.8	23.6	23.2	24.0
Illinois.....	34.0	9-7-16	24.4	23.9	19.0	23.0	29.3
Toledo.....	31.9	12-7-20	23.0	23.0	20.9	23.9	25.3
S. W. DISTRICT.....	33.0	10-21-20	28.0	26.0	25.2	27.5	30.2
WESTERN LINES.....	34.5	10-14-20	32.9	30.6	31.1	33.5	34.6
SYSTEM.....	34.0	3-31-12	33.1	31.5	31.7	33.4	34.5



CHD.

The Editor is somewhat concerned by the car mile figures as shown above for the first week in April. They indicate that it may be...



# Per Day Shows Eastern Lines Leading

First Week in April Shows Substantial Increase for System. Ring the Bell—It Can be Done!



EASTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF					
			March-1923					Apr.-1923
			1-7	8-14	15-21	22-31	1-7	
Philadelphia.....	80.2	6-30-15	46.2	41.7	46.1	43.6	46.3	
Baltimore.....	19.2	11-21-13	13.9	12.1	13.9	13.2	14.0	
Shenandoah.....	29.8	1-21-14	13.2	13.6	15.7	16.5	17.8	
Cumberland—East.....	94.1	11-7-22	90.7	89.6	87.6	88.1	80.0	
Cumberland—West.....	85.1	11-14-21	72.0	75.3	76.0	78.7	83.2	
M. & K. Branch.....	18.7	11-7-22	15.5	13.9	17.5	16.9	16.0	
Cumberland—Total.....	84.8	11-7-16	81.6	81.7	80.5	81.7	77.8	
MARYLAND DISTRICT.....	42.8	10-31-15	37.8	35.1	37.4	36.4	36.7	
Monongah.....	20.6	3-14-23	18.9	20.6	19.1	19.1	19.8	
Wheeling.....	20.3	8-7-20	13.7	13.6	12.5	16.0	15.7	
Ohio River.....	44.7	6-7-16	36.5	38.2	40.5	39.2	42.2	
Charleston.....	19.8	2-14-20	19.0	15.7	15.4	16.7	17.3	
W. VA. DISTRICT.....	19.0	3-31-23	17.0	18.2	17.2	19.0	19.3	
Connellsville.....	43.9	3-31-23	40.5	38.7	38.1	43.9	44.4	
Pittsburgh.....	47.9	2-28-23	45.0	46.2	42.8	44.1	48.5	
PENNSYLVANIA DISTRICT.....	44.0	3-31-23	42.8	42.3	40.5	44.0	46.3	
EASTERN LINES.....	33.4	3-31-23	33.4	32.3	32.2	33.4	34.5	



...essy for him to have the drawing revised for the next issue of the Magazine by transferring the smile from the right hand base to the



## The New 5200 Type Coaches

*Being a Conversation between an Occasional Passenger and a Travelling Man, in the Smoker*

By T. H. Russum, Supervisor Passenger Car Maintenance

Occasional Passenger. Well, what's new today?

Travelling Man. Have you noticed the new coaches the Baltimore and Ohio has on their through trains now?

O. P. No, tell me about them.

T. M. Well, as you know, the policy of the Baltimore and Ohio is to make its trains safe, attractive in appearance and comfortable for its patrons, and they have just received 50 coaches like the 5200 class you see on this train. I am told that they were designed by officers of the Baltimore and Ohio, and constructed by the Pullman Company. After looking this one over, I believe they are the last word in safety, beauty of appearance and comfort.

O. P. When I'm travelling the first thing I want is safety. What special features are there along this line?

T. M. The coaches are of steel throughout, there being some six tons more of solid steel to add to their strength than is found in the present cars. Their length is 60 feet, and they have the latest style six

wheel cast steel trucks. On account of the specially heavy and scientifically constructed body, they ride very easily, and safely.

O. P. One thing I have noted is poor lighting in many cars. How about this feature?

T. M. They are lighted electrically, with the latest type of generator and semi-indirect lamps. Also you have noticed, as I have, the poor heating of some cars, they are either too hot or too cold. Heat in the new coaches is furnished by an improved vapor unit system, which has four units; this enables the train crew to regulate heat to four different degrees, as weather conditions require.

O. P. I have noted sometimes that drinking water is not very clean, and perhaps not sanitary?

T. M. Water is furnished to all parts of the car, requiring it, by air pressure. Drinking water is contained in what is known as the "Geissell North Pole Drinking Fountain" and it passes through a filter before being used.

O. P. What is that difference I notice in the seats? They seem much more comfortable.

T. M. They are designed especially for comfort. In many cases seats are found uncomfortable, especially by ladies, on account of being too high from the floor. This is remedied in the new coaches by the seats being placed at a comfortable height from the floor. Then look at the parcel racks. You and I have seen the old narrow racks, and we have also seen parcels, etc. drop on passengers heads. This is remedied now. The racks are wider and any moderate sized package or suit case may be safely placed on the rack without danger of falling.

O. P. What about cleanliness and sanitation?

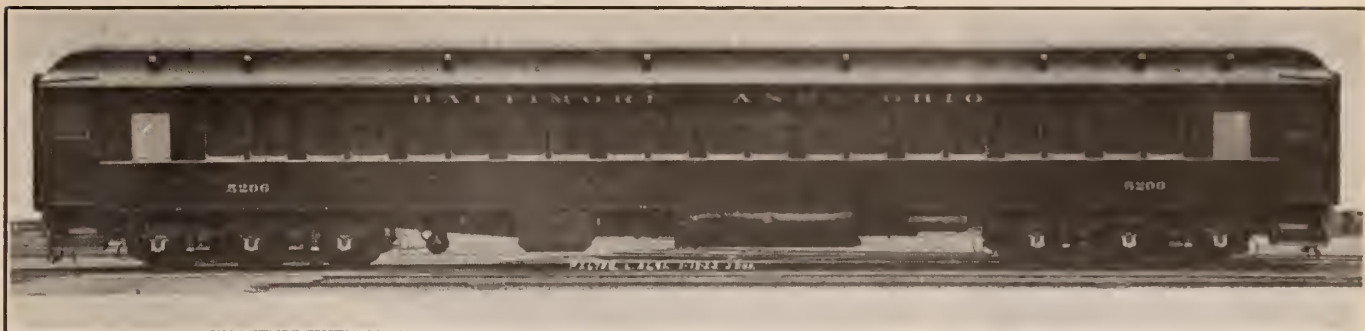
T. M. Of the best. The floor is composed of a special composition known as "Flexolith" which is very sanitary in that it will not absorb moisture and is easily cleaned. Rubber aisle strips are laid in the centre of the entire length of car, affording an easy, noiseless walking surface.

O. P. In travelling occasionally as I do, I have been much annoyed by the small glass surface, obstructing the view, in some instances, of scenery which one is very anxious to see. What has been done to remedy this?



"Chaste Beauty" aptly describes the interior of the new passenger coaches. The accompanying article describes the unusual comforts which make that beauty so practicable





The exterior of the new coach suggests its inherent qualities of safety, comfort and cleanness

T. M. That is a feature in the new cars which we travelling men will especially appreciate. The window sash is constructed of brass, enabling the use of a narrower rail, thereby giving a much better view on account of the larger glass surface.

In a word, the Baltimore and Ohio has given us the best obtainable in the new coaches. They contain everything which could be thought of to contribute to the safety, comfort and convenience of their patrons, or as the Baltimore and Ohio says, "their guests."

Red Cross or other activity designed to alleviate the sufferings of the poor and unfortunatc, and it is said of him that there never was a movement in the city of Cleveland for philanthropic or social advance in which Mr. Goff was not a participant, and to which he did not freely give of his time and strength.

## Fred. H. Goff, Late Director of Baltimore and Ohio, a Fine Example of the Public Spirited Citizen

**F**RED. H. GOFF, president of the Cleveland Trust Co., a leading figure in financial and public affairs of both Cleveland and the nation, died at Lakeside Hospital, Cleveland, March 14. Mr. Goff, in addition to holding many other responsible positions in the financial world, was a director of the Baltimore and Ohio.

Frederick Harris Goff was born in Blackbury, Ill., December 15, 1858, and was in his 65th year. He came of old New England stock, extending back to Pilgrim times. As a boy he went to Cleveland and attended grammar schools, later attending the University of Michigan. Upon graduation he became law librarian of the Cleveland Bar Association. He was associated with several firms, the best known being Kline, Carr, Tolles & Goff. He specialized in the management of estates and came to be one of the most successful lawyers in the profession.

On June 8, 1908, Mr. Goff became president of the Cleveland Trust Company.

At a regular meeting of the President and Directors of the Baltimore and Ohio Railroad Company, held March 28, 1923, the following resolution was unanimously adopted:

"The President and Directors of the Baltimore and Ohio Railroad Company have learned with deep regret of the death on March 14, 1923, of Frederick H. Goff, a director of this Company since November 19, 1917.

"Mr. Goff became associated with this Company in 1895 as its division counsel at Cleveland, Ohio, when the Valley Railway Company was reorganized as the Cleveland Terminal and Valley Railroad Company, becoming a director of the latter. He looked after the Company's legal interests at Cleveland with marked ability, and cooperated fully in furthering the Company's efforts to serve the public, particularly in the development of its terminal facilities in that city.

"Mr. Goff was a man of broad sympathies, and his interest in everything that affected his fellowmen was deep and abiding. He was the originator of the Cleveland Foundation, was in the fore-front of every

"The great ability of Mr. Goff extended the sphere of his activities until the recognition of his powers was nation wide, and the Federal Government frequently sought his aid and counsel, particularly in the hour of the Nation's peril and in the reconstruction period following the war.

"The board records its high appreciation of Mr. Goff's services, of his generous and lovable nature, and sincerely mourns his untimely death."

One of the reasons for Mr. Goff's great success in business and for the universal esteem in which he was held, is given in the following excerpt from one of the accounts of his life:

"Some conception of his business philosophy may be gained from his frequent saying that 'I want men in my organization who, instead of saving what's left, save first and live on what's left.'"

M. S. Kopp, New Superintendent, Monongah Division

**E**FFECTIVE April 1, M. S. Kopp was appointed superintendent Monongah Division, headquarters Grafton, W. Va., vice B. Z. Holverstott, who resigned to enter other business.

Mr. Kopp was born in Pittsburgh, Pa., September 30, 1876. He entered the Baltimore and Ohio service as office boy on the Toledo Division, November, 1890, promoted to clerk, Superintendent's Office, October, 1892; yard clerk, 1893; telegraph operator, 1894; relief agent, 1897; train dispatcher, 1898; night chief dispatcher, 1907; day chief dispatcher, 1907; assistant trainmaster, 1910; train master, 1914; assistant superintendent



The Late Fred. H. Goff, Cleveland, Ohio





M. S. Kopp, recently appointed superintendent, Monongah Division

Cincinnati Terminal, 1916; assistant superintendent, Toledo Terminal, 1918; and assistant superintendent of the Chicago Division, with headquarters at Willard, Ohio, 1919, which position he held at the time of his promotion to superintendent at Grafton.

*One Man Can't Do It, but with  
Everybody Helping We Can  
Keep the Cars Moving.  
Put Your Shoulder  
Back of Your  
Wheel*

## "Warehouse Facilities"—a New Booklet

Describes Advantages Offered for Storage of Goods on  
Baltimore and Ohio

**A**N interesting booklet, "Warehouse Facilities," was recently issued by George H. Campbell, assistant to the president. It explains fully the storage warehouses of the Baltimore and Ohio in New York, Philadelphia, Baltimore, Washington, Cincinnati, Cleveland and Fairport, and contains pictures of the facilities offered. It was distributed

to interested shippers, to passengers on our Dining Cars, to the managers of the various warehouses, for possible customers at our freight traffic offices, etc.

In presenting the booklet to the patrons of the Baltimore and Ohio, Mr. Campbell explains the storage warehouse system, as follows:

"The Baltimore and Ohio has



The Baltimore and Ohio Twenty-Sixth Street Stores, Southwest Corner 26th Street and 11th Avenue, New York

established modern and fully equipped storage warehouses at a number of the chief strategic points on the System, the use of which will enable its patrons to distribute their goods promptly and cheaply, giving proper care to reserve and surplus stocks of raw material and manufactured merchandise.

"In each case it has constructed buildings of the strongest type, conveniently located and so well equipped that the lowest insurance rates are obtainable, the best protection afforded goods, the most prompt service secured and the least expense incurred consistent with such service.

"These warehouses have direct rail connection with our terminal freight stations, thus eliminating cartage and switching charges and extra handling with attendant delays and loss and damage incident thereto. Most of the reshipments from stock may also be made without the necessity and expense of cartage.



Smith Street Station and Warehouse, Cincinnati, Ohio



"While most of the warehouses have been planned for the storage of merchandise of a non-hazardous character, some buildings arranged for the handling of special lines of commodities have also been provided.

"Shippers and receivers are invited to visit and inspect these warehouses or to correspond with their managers. Uniform treatment and courtesy and an active interest in the welfare of their patrons' business will be extended by all of these managers, all of whom are experts of many years' experience in the problems of transportation, storage and distribution."

Photos accompanying this article show some of our warehouse facilities at Baltimore, New York and Cincinnati. Many other views are contained in the twenty-seven page booklet, and full data given concerning the advantages of "warehousing" goods with the Baltimore and Ohio. The cover of the booklet is printed in regulation Baltimore and Ohio "Royal Blue."

### New Heavy Freight Locomotives

THE Baltimore and Ohio Railroad Company has just closed contracts for 75 additional locomotives, which it is expected will be delivered next fall. They will cost approximately \$75,000 each. Order for 25 of them was placed with the Lima Locomotive Works at Lima, Ohio, and 50 with the Baldwin Locomotive Works at Eddystone, Del. The



Baltimore and Ohio Pier 21, East River Stores, Foot of Dover Street and East River, New York



Unloading cars directly into the warehouses, eliminating expense delay, loss and damage, Baltimore, Md.

plants of both of these companies are located on the lines of the Baltimore and Ohio Railroad.

While these locomotives, which are known as the "Santa Fe" type, are of particularly heavy construction, the trucks before and after the drivers help to distribute the dead weight and notwithstanding the greater tractive power gained through the medium of ten unusually large driving wheels, the engines are able to make rapid progress with a heavy load.



Delivering chute in operation, minimizing delay to teams; Baltimore, Md.



## Stop That Leak! Stop That Leak! Stop That Leak!

### Savage Impact Register Shows Possibility of Reducing Claims Caused by Rough Handling of Cars

*Freight Train Crews Can Save Company \$100,000 a Year on This Account*

By M. F. Steinberger, Special Engineer, Office of Vice-President Operation and Maintenance

**A**N article in a previous issue of the MAGAZINE described the Savage Impact Register, its use and the results which it is expected will be obtained from the operation of these machines.

The records obtained indicate that a certain amount of rough handling of cars does occur, an amount which it is felt, is greater than it should be, and which it should be possible to reduce, under the stimulus of more care in the handling of cars.

The statistics indicate that about 75 per cent. of all shocks, sufficient to be called rough handling, occur in yards, and 25 per cent. on the road between terminals. They further show an improved performance in January, 1923 over December, 1922, which is equivalent to a reduction of twenty-two and a half per cent. in the number of shocks received per thousand car miles run.

Freight claim payments chargeable to "rough handling" during the year 1922 amounted to \$248,856.

It is reasonable to assume that, with a reduction in the number of impacts per thousand car miles, will come a corresponding reduction in the amount of money paid out in claims resulting from shocks given cars in yards and on the road.

With the indicated improvement of twenty-two and a half per cent. in the first month of 1923, it appears that if that improvement is continued throughout the coming year, a saving of about \$46,000 per year in claim payments alone will be made. The savings resulting from elimination of damage to equipment and delays to cars should amount to as much more, so that it seems that it should be comparatively easy to save, in round figures, at least \$100,000 per annum, in this particular item of expense.

In addition to that we must con-

sider the added good will of shippers, which will come through the receipt of freight in good condition, and the resultant increase in business which that good will should bring, thus materially helping our freight revenues.

Hand in hand with the problem of "Rough Handling" goes that of "Improper Loading, Stowing and Unloading." This item alone cost the Railroad during the year 1922, \$67,964. There were also charges of \$74,054 for "Concealed Damage," the cause of which could not be definitely placed, but which, it is felt, were in the main chargeable to the two causes first named in this article. In all, there were claim payments of \$390,874 for the three causes named, most of which it is thought could be

eliminated through the exercise of reasonable care in the handling of freight at freight stations, in yards, and on the road.

It is the firm conviction that most of those engaged in the handling of this freight have not fully realized the amounts of money which have been spent for the payment of claims resulting from the above named causes, and that the frank presentation of these figures will cause them to cooperate to the fullest extent in the elimination of all practices conducive to such payments.

Reverting again to the use of Savage Impact Register: Our previous article, it is hoped, made it plain, that they were not purchased in an effort (to use a colloquial expression) to "get something" on any crew engaged in the handling of cars. They were purchased to enable us to present to our train crews an unbiased record secured through mechanical means, and showing when and where rough handling occurred, it being felt that such a presentation would lead all to a fuller realization of the extent of such rough handling, and to the fullest cooperation in our efforts to bring about damage prevention.

### Will You Save Your Penny a Day?

By S. C. Williams, Division Freight Agent, Wheeling, W. Va.

**I**N my opinion there are two words which are more important than the word "Economy," namely, "Loyalty" and "Education."

Economy cannot be controlled by legislation or instructions. It is a matter of education, and if an employe is loyal he will of necessity economize. I do not infer that the employe who does not save something every day is disloyal, because while he is really not making a special effort to save he may not be deliberately wasting anything.

To illustrate my point; if I desire to make a rough memo or note, and I use a printed form or a second sheet, of itself this is a small matter, but—there are some 60,000 employes on the System, and probably at least 20,000 of them do some kind of office work. If each one should use a printed form to make a memo or note, we will have used in one day twenty thousand. If this should

happen to be, for instance, Form 444, which is the most commonly used blank, which has been run through the printing press, put up in pads and gummed, we will have therefore used a form for scratch purposes which costs considerably more than the ordinary second sheet. To go a little further, let us use 306 working days as a basis for our calculation, and the net result is that we have wasted in round figures six million forms or sheets of good paper. Startling, isn't it?

The particular point I want to bring to the special attention of my fellow employes is this: There is sufficient WASTE paper produced in every office daily to avoid the necessity of using either second sheets or blank forms for scratch purposes. This is particularly true of offices where embargoes are received; the cancelled ones can be cut in half and used for scratch pads; and there are

## Stop That Leak! Stop That Leak! Stop That Leak!



# Stop That Leak! Stop That Leak! Stop That Leak!

many other pieces of paper which would ordinarily go into the waste basket, which make excellent memo sheets.

We often hear some one in an office say "Where do all the pins go?" A pin can easily be dropped on the floor, roll into a crack, get under the desk, in the rugs, or a hundred and one other places, and is lost forever so far as we are concerned. Did you ever go through a thick file of papers and see how many pins you could take out? Try it. A pin is a small matter, but—every one saved is a step in the direction we are all heading for, namely, "Stopping the Leaks."

Now as to Education. Suppose we could get all the sixty thousand employes of our Company together and suppose the person addressing them asked that they help save \$219,000 for the ensuing year. Probably fifty-five thousand hands would go up with the answer "It can't be done." Figures *do* reach a point where they do not sink into the ordinary mind. On the other hand, if the speaker would ask each individual employe to save \$3.65 for the year, or one cent a day, there is no doubt that everyone would agree he could and would do it. There is no difference between \$3.65 per day and \$219,000 per year. Take 60,000 employes saving ONE CENT per day each; this equals \$600; multiply this by 365 and you have \$219,000. See?—it can be done!

Will YOU save your ONE CENT per day, at least, for the next year? Make it ten cents or more if you can, but if you will save the ONE CENT, the total will be a very respectable amount, and will at least be a step in the direction of meeting the desire of our president that we "STOP THAT LEAK."

## Other Contestants

Other employes who submitted excellent articles in the competition described on this page are:

G. A. Seithman, second operator, Erie Junction, Lima, Ohio; M. W. Jones, secretary to superintendent, Weston, W. Va.; E. A. Wendt, Grain Elevator Department, Mt. Clare, Baltimore, Md.; T. E. Reese, chief clerk, Mail Traffic Department, Baltimore, Md.; John A. Rupp, Office Assistant Comptroller Deverell, Baltimore, Md.; R. T. Everett, building engineer, Cincinnati, Ohio; R. G. Everett, operator, Moundsville, W. Va. and Jas. Gillooly, operator, Tower B., St. George, S. I., N. Y.

## J. C. Wilkins, Inspector Fuel Service, Makes Prize-Winning Comment on January Issue

*And Suggests that Many Employes besides Firemen Can Help Save Coal!*

ON page 15 of the January MAGAZINE a prize was offered to the employe sending in the best answer to the question: "What is the most helpful article to the Baltimore and Ohio Railroad and its employes in this issue, and why?"

We were particularly glad to be able to secure as the judge in this contest General Manager E. W. Scheer, who is always willing to respond to a call of this kind.

The prize offered has been won by J. C. Wilkins, Jr., inspector, Fuel Service, Chillicothe, Mr. Scheer considering his the best paper submitted. Mr. Wilkins' paper was written in such a manner as to command the attention of all employes, and brings out in a clear and concise manner something that will contribute much to the education of those who handle our fuel, the result of which may mean the direct saving of a large sum of money annually for the Railroad.

Mr. Wilkins' article follows:—

Editor, Baltimore and Ohio MAGAZINE:—"What is the most helpful article to the Baltimore and Ohio Railroad and its employes in the January issue, and why?"

The cartoons:—"The coal bill and the Yard Engine Hour," and, "The Unseen Load," are, in my opinion, the most helpful articles to the Baltimore and Ohio Railroad. But, to the average employe, this may not seem plausible.

### Reasons

We are now making a "Stop That Leak" drive. Suggestions are being made how to save clips, fasteners, rubber bands, pencils, erasers and hundreds of little things.

With a few exceptions no mention is made of one of the largest, if not the largest, of transportation expenses. THAT'S COAL!

When saving coal is mentioned to the average employe, he immediately thinks of the fireman, which is wrong. A fireman handles coal by the scoopful, and, as pointed out by the "Coal Bill and Yard Engine Hour" article, he can "Cut The

Coal Bill," by using fewer scoops per hour and per engine mile. BUT, think of the:—  
**Switch Tenders, Towermen, Operators and Dispatchers!**

Do you appreciate what it means to the coal pile when you unnecessarily stop or slow down a train? Do you realize that each unnecessary stop made by a heavy freight or passenger train, represents a fuel loss of from 500 to 1750 pounds of coal, depending on weight of train, length of stop, and the grade conditions?

Do YARDMASTERS, CHIEF DISPATCHERS and TRAINMASTERS appreciate the importance of dispatching trains at the most opportune time, instead of ordering trains to be started from terminals, as power becomes available, practically regardless of conditions at the initial, intermediate or final terminals and that every hour's delay means a fuel waste of about 600 pounds coal?

Do CAR INSPECTORS and REPAIRMEN recognize that failure properly to lubricate engine and car journals, causes fuel waste? After seeing the "The Unseen Load," how many made special effort to see that box car doors were closed before train left the terminals?

Do YARD CLERKS, BILLING CLERKS, CLERKS in other offices, AGENTS, Maintenance of Way men, men in charge of stationary power, heating and pumping plants, realize what they can do and should do towards saving of fuel?

Do PASSENGER TRAIN CREWS realize how much coal is wasted by overheating coaches, beside making it uncomfortable for the passengers?

Do FREIGHT CREWS realize the appalling losses in fuel, labor and material which follow defects, caused by air hose damaged by being pulled apart, instead of separated by hand?

### Does Familiarity Breed Contempt?

Coal to our average employe, is just a common commodity, like sand, gravel, ballast, etc. Most of them see thousands of tons of it every day. This fact makes it difficult for them to realize the need of saving any of it

(Continued on page 21)

# Stop That Leak! Stop That Leak! Stop That Leak!



# The Editor's Turn Table



## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*

MARGARET TALBOTT STEVENS, *Associate Editor*

M. W. JONES, *Assistant Editor*

CHARLES H. DICKSON, *Art Editor*

Office, Mt. Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

### What the Maintenance Winners Teach Us

It is a great pleasure to publish in this issue of the Magazine, pictures of some of the supervisors and foremen who won prizes for best track conditions during 1922. More of these and more of the brief stories of "How They Did It" will appear in future issues.

A winner is always an interesting person—but here is the special interest connected with these stories: Practically all of the winners gave full credit to their men for helping them win the prizes and most of them shared their prizes in some way with their men.

For instance, Supervisor Hanna, Connellsville Division (who, incidentally, won the Supervisor's Prize of \$100.00 for the third consecutive time) gave \$5.00 to each of his 18 section foremen, and besides had 16 of them (the other two were ill) as his guests for dinner and the theatre.

There isn't a finer lesson that could be noted up and down the line on the Railroad—the lesson of the obligation of the officer to the subordinates who help make him successful. Infrequently this obligation is overlooked and instead of the "we" spirit, there creeps into unpleasant notice the "I" spirit, which is a trouble maker and false in its premise. For a little careful thought will reveal the undeniable fact that no matter how much of a genius a gang, department or division head is, his success can only be attained through the unswerving loyalty and constant teamwork of his assistants all down the line.

Let not this lesson be wasted! Let us take the stories of the winning supervisors and foremen to heart and, at all times and in all places, remember our obligation to those who help us!

What finer thing than for a department head, great or small, to make it clearly understood by all of his subordinates that anything which they suggest or do, or any especially creditable act of theirs, will be so handled that they will get full credit for it. Of course, we must have supervision and investigation, but after these have been completed, let us proclaim up and down the line that the man who is responsible for the new idea or the especially

fine piece of work, will get the credit for it which he so richly deserves.

All praise to the winning Maintenance men who saw to it that their helpers received their share of credit and of reward!

### Are You a Member of the Safety Last Club?

Have you read of the organization of the Safety Last Club? The daily papers said a good deal about it during the forepart of March and, but naturally, also ran in subsequent editions under big headlines the news of the tragic death of one of the incorporators—one "human fly" who attempted once too often to climb the front of a big building.

We have no quarrel with the Safety Last Club. If certain dare devils choose to make big money by risking their lives and to increase their remuneration by the kind of advertising that would come to them by affiliation with this club, it is their business. Evidently we like and are willing to pay to see such exhibitions and as long as the price of admission is forthcoming, someone will be ready to put his life into the balance for it.

There is none on our Railroad so foolish as to deliberately join a Safety Last Club. Conversely, however, there are not a few who would be eligible—those few who, despite their knowledge of the terrible consequences of taking risks, continue to do so day in and day out; men who have seen comrades lose an eye because they have not worn goggles—and yet refuse to wear them themselves; men who get on the pilot of a locomotive as it is approaching them—and know the risk they run every time they do it; men who do not clear all running tracks when trains are going by; men who in all of the hazardous jobs on the Railroad, refuse to profit by the unfortunate example of others who have run the risk and paid the penalty; and who deliberately choose the risky way.

Happy the day when we can say that we have no men eligible for the Safety Last Club on the Baltimore and Ohio! Come on, men, let's get into the spirit of Safety First!

### The Human Problem

Railway engineers are masters in solving the physical problems of transportation. They have done very well indeed in that. But the most difficult problem of the transportation or any other business is not physical. The really formidable problem is the human equation. If mind and heart were amenable to the principles and rules of physical science as they are applied in solution of physical problems, the engineering department would be the department in which the problem of the human factor could be solved. But it is not so. The human equation, overshadowing every other in all the relations of life, requires for its solution (and it must be solved) a department of religion. Its solution will be found in the teachings of Jesus Christ equally assimilated and jointly practiced by employer and employe. There is no hope in the rule of might uncontrolled by right. "The fear of God is the beginning of wisdom" and the secure foundation for industrial association and activity—*From address of Pres. J. L. Campbell, A. R. E. A. Convention, Chicago.*



# Homilies of the Hudson

## Beauty—What is it?

Beauty contests are the order of the day again, or still, as in the days of the *Iliad*. Only there are apparently more beauties now than when Helen's was

—the face that launched a thousand ships

And wrecked the hapless towers of Iliion."

Witness the number of contestants.

It is not a matter of one-two-three these days, to tag the prize winner. The lineup of the claimants is long and they are all beautiful—in the eyes of at least someone; and hasn't that someone as good a right to his opinion as anyone else. Standards? Bosh! The measurements of the Lady de Milo and the colorings of Titian and Tintoretto do not enter into modern beauty competitions. Beauty comes in many shades and many sizes. Witness the published pictures of the competitors. The retousse nose is as much in evidence as the Greco-Roman catch-as-catch-can type, and the Semitic is often predominant; the soft-curved five-foot-nothing size is offered side by side with the five-ten-and-a-half; one as alluring as the other. Surely, as Byron said (or didn't) any man could be happy with either, were the other dear charmer away.

But to pick a winner from among a thousand—that takes courage! Pity the pickers. No matter whom they pick there will be nine-hundred-and-ninety-nine anathemas on their heads and as many uncomplimentary adjectives qualifying their tastes and mentality.

Lately these beauty contests or "conflicts" have developed from *in toto* to *ex parte* exhibitions, and we are treated to beauty bust, leg, back or bigtoe contests, all very interesting and edifying, no doubt. Those who care may stop to question whether this exploring of anatomical perfection will lead and where it will end. I don't care. I am not a reformer, but an observer of the "passing show" and "rise to remark."

## "Stop That Leak!"

If there is anything that has not been said about "Thrift" and "Savings" I don't know what it is. And yet I would like to say something.

It is claimed that there is virtue in repetition, so whatever has been said before in this good cause will bear saying again. There is power in repetition. A drop of water will wear a hole in a rock, "not by its force but by continued dripping;" a cork suspended by a hair will by continued tapping cause a suspended iron bar weighing a ton to vibrate and finally to swing like a pendulum; these are demonstrable facts.

The fall of ancient Carthage is attributed to the censor Cato's persistently reiterated cry "*Delenda est Carthago*" (Carthage must be destroyed); and Doc. Emile Coue, a popular apostle of the present time, tells us that by repeatedly assuring ourselves that "every day in every way we are getting better and better" we will succeed after a while in "fooling" ourselves into believing it, and finally accept it as a fact. That accomplished—all is well.

M. Coue is not the first one to teach that doctrine; neither was Mrs. Eddy. The scientists call it "auto-suggestion." It is a psychological phenomenon the existence of which is admitted and which is sometimes offered by the M.D.'s as an *aliquod* when no other diagnosis will fit the "case." Be that as it may, it



cannot be disputed that repeatedly hearing the same thing will make one remember it, and might make one think about it. If the slogan "Stop That Leak" will accomplish that much it has paved the way to a better understanding, which is what is needed, for nearly all "leaks" are due to thoughtlessness.

It is easy to learn the prattle about "little drops of water and little grains of sand" and other such kindergarten aphorisms, but is only after the truths of them have been conceived and accepted that their worth becomes evident and is turned into practice. Make the thoughtless think, and the "S.T.L." drive has been well worth while. There are, of course, those who are about as impressive to educational propaganda as a duck's back is to a rain shower; they belong to a group whose educational fundamentals have been neglected for centuries before they were born. However they are comparatively few, and small, and negligible.

## Do Right and Fear Nothing

Outside of our own selves, that which interests most of us the most is that which mystifies us. Puzzles, riddles and tricks fascinate us; detective stories, spooks and spirits charm us while they thrill us; and we become enchanted by contemplating The Infinite.

Mind is inquisitive. Our children bring their problems to us. We are trying to work out our own problems by questioning, by building hypotheses and by "wondering." The common expression "I wonder—" is indicative of this desire to know, to solve puzzles.

The inquisitiveness of mind is persistent. It will have no negatives; it is searching for the positive. Reason may decide that "it can't be done," but that will not dismiss the question. It will not down. As a drowning man will clutch at a straw, well knowing that the straw will not support him, so man's mind will grasp and release one hypothesis, theory or "philosophy" after another, and sink with them. The philosophy that has proved the most satisfactory to me is the one I learned at my father's knee: "**DO RIGHT AND FEAR NOTHING.**"

The efficiency-expert died and was being carried to his presumably last resting place on the shoulders of six sturdy fellows, when a voice from the coffin interrupted the proceedings with the suggestion:—"Put the box on wheels and lay off five men."—*Exchange.*

A drygoods store advertised a sale of "Union suits at one half off." A wag attended the sale to learn which half.—*Exchange.*



## M. W. Jones Becomes Assistant Editor of Our Magazine

ON March 19 M. W. Jones became assistant editor of the Baltimore and Ohio MAGAZINE, with headquarters at Mt. Royal Station, Baltimore, Md.

Mr. Jones entered the service of the Company in November, 1919, as secretary to superintendent of the Charleston Division. His whole railroad experience is rather varied, covering over ten years in different capacities such as: conductor, operator, agent, secretary to vice-president, secretary to president, chief train dispatcher, trainmaster, and others, with the Quaquai and Quito Railway, Ecuador, South America.

Mr. Jones was born in England, September 19, 1879, and has traveled extensively, having made four or five trips across the Atlantic, visiting England, Scotland, France and a number of other European countries. He has also been over the larger part of Canada and the entire United States, and having been so long located in South America, has visited a number of countries in the northern part of that continent.

Mr. Jones almost literally made for himself the position that he now fills on the MAGAZINE. For some time it had been felt that an assistant who had a thorough knowledge of railroad operation, would be invaluable, and our assistant editor seems to have been made for this work.

He has been one of the best correspondents that the MAGAZINE has ever had, tireless in securing the most interesting photographs and personal items available on his division and combining them with current notes of more strictly Railroad moment in such a way as to make the

MAGAZINE a real factor among the employes that he was representing. He won first prize as MAGAZINE correspondent in 1921, had been the winner of first prize in a safety contest before that and, besides his divisional notes, has been a prolific and valuable contributor with articles covering many railroad problems.

Mr. Jones will cover assignments for the MAGAZINE that deal especially with operating problems, where his wide operating experience and skill as a writer will fit him to give the MAGAZINE and its readers the best stories possible. For a time also, he will be on line a great deal, investigating and reporting on the many suggestions that are coming in in the "Stop That Leak Campaign." Other interesting ways in which he will touch the work of the Railroad are in mind and will be developed as opportunity permits.

Shortly after Mr. Jones took up his new work, a story was received from C. W. Dixon, car distributor and present MAGAZINE correspondent of the Charleston Division, concerning him—as gracious and pleasing a tribute as any man could want, and one, which, incidentally, the assistant editor will not have seen until he reads it on this page. Mr. Dixon wrote viz:

### A Man We Knew

It all began when he dropped in on us at Gassaway, W. Va., that beautiful spot on the Elk River, surrounded by some of the hills that have made our fair state famous. He quietly went to work in our midst, and as he became familiar with his various duties and with the surroundings, we began to know him, or at least we thought we did.

He seemed to be looking for a little more to do than was just ordinarily required of

him; then we knew him better. But it was not merely more work that he was looking for—he was looking for someone to help; then we knew him still better. It was still later, when, as mortal folks do, some of us were disabled and at times confined to our homes. He never missed an opportunity to either call in person or by telephone as to the welfare and comfort of the absent one; it was then we thought we knew him best.

Through it all he was ever an alert, faithful and efficient worker, and the number of friends he made while in our midst was not exceeded by the number of persons with whom he came in contact. He left us Thursday, March 15, to become assistant editor of our MAGAZINE, and is now located in Baltimore. All his friends who could, some representing those who could not be there, gathered in the Superintendent's Office on March 15, at which time he was tendered a very fitting present—the material representation of appreciation for his services and fellowship among us.

The token of appreciation that could not be expressed in any other way was taken care of by our superintendent, and was expressed in a fitting tribute of words. The honored one was so unusually moved as then to reveal his true self to all present—and then it was that we *knew* we knew him best of all.

Jones is the man we have had in mind all the time, M. W. Jones, former secretary to the superintendent and division correspondent for Your MAGAZINE. While the story began in Gassaway, W. Va., the end, as we now know it, was in Weston, W. Va., the place of the present divisional headquarters.

The opening events of the second story take place in Baltimore, but Jones and the Lord only know the ending thereof; we will leave that to take care of itself.

In passing we want to say a word about Mrs. Jones, who was of the same likeable (loveable, as applied to the sex) nature as her husband. She has meant much in a countless number of ways to all who knew her. She was charming of manner and was held in the highest esteem by her many friends. We wish them both much success and happiness in their present surroundings. You say we should visit them in their new home if we have so many good things to say about them? We will!

## Are Your Men Getting The Magazine?

Reports reach the Magazine office from widely separated points that employes entitled to the Magazine are not getting it. The division engineer on one division recently checked up and found that instead of needing the number he had been getting—240—he needed 750, in order to give only two to each gang. The illustration should be well taken.

The success of the Railroad must be built on teamwork and if all members of the team do not know what the Railroad is trying to do it cannot function properly.

The Magazine is the instrument chosen by the Railroad to let all its employes know what it is trying to do and how. It takes them into its confidence and asks their help.

Supervising officers will do their part by checking their distribution to their men and seeing if a reasonable number of Magazines are supplied to them.

Shortages on line can be reported to division superintendent, who in turn can write the Magazine direct. We solicit the help of all officers and employes in this connection.



Miss Gladys Farley



## The Baltimore and Ohio General Office Duckpin League Standing of Teams, April 3, 1923

TEAMS	PLAYED	WON	LOST	PCT.	PINS	AVERAGE
1 Engineering and Accounting.....	81	67	14	.827	4019.5	496.23
2 Comptroller.....	81	62	19	.765	409.52	505.58
3 Coal Traffic.....	81	51	30	.630	393.04	485.23
4 General Freight Claim Agent.....	81	51	30	.630	392.68	484.79
5 Maintenance of Way.....	81	48	33	.593	390.85	482.53
6 Transportation.....	81	44	37	.543	380.93	470.28
7 Fuel Agent.....	81	43	38	.531	380.47	469.71
8 Auditor Passenger Receipts.....	81	41	40	.506	385.16	475.50
9 Riverside.....	81	40	41	.494	384.57	474.77
10 Motive Power.....	81	40	41	.494	382.63	472.38
11 District Freight Agent.....	81	33	48	.407	365.07	450.70
12 Mt. Clare.....	81	31	50	.383	344.51	425.32
13 Relief.....	81	30	51	.370	380.07	469.22
14 Valuation.....	81	28	53	.346	377.06	465.50
15 Auditor of Disbursements.....	81	25	56	.309	357.05	440.80
16 Auditor Freight Claims.....	81	14	67	.173	363.40	448.64



John Houston Graham, late chief clerk, Freight Traffic Department, Baltimore

### Sudden Death of John Houston Graham

THE sudden death, early on the morning of April 4, of John Houston Graham, chief clerk, Freight Traffic Department, Baltimore, Md., following a heart attack, came as a great shock to his many friends and associates.

Mr. Graham was held in high esteem by all with whom he came in contact, and his influence will be sorely missed, particularly by the Baltimore and Ohio Traffic Class, which in a large measure owes its success to the untiring efforts he put forth in its behalf. In this connection, it might not be amiss to mention that the night before his demise, Mr. Graham attended the final meeting of the Class for the 1922-1923 season.

Mr. Graham was born at Boland, Pa., on January 2, 1882. He entered the service October 1, 1900 as telephone operator at Bessemer, Pa., and by conscientious and hard work, worked up to position of chief clerk, General Freight Office, Pittsburgh, from which position he was transferred to the Freight Traffic Department, Baltimore, March 1, 1920. His lamented death brings to a close a record of twenty-two years of faithful service with the Baltimore and Ohio. He was buried at Braddock, Pa., and leaves surviving him, a widow, Mrs. Gertrude Graham, and a son, Ralph, aged fifteen years.

### Miss Farley Wins Promotion

MISS GLADYS V. FARLEY has been appointed as assistant to Miss Mabel Gessner, woman passenger representative of the Baltimore and Ohio, effective April 1, 1923.

Miss Farley was born in Lawrenceville, Va., and was educated at Norfolk and Cambridge. She came to Baltimore about six and one-half years ago, and took a temporary position with the Company in the Division Accountant's Office at Camden Station. She was later transferred to the

### Welfare Department

office of the Operating Vice-President, as a statistical clerk, and was employed here until her recent promotion.

Concerning her new work Miss Farley said: "I like my position in the Vice President's office; it seems so much like a family affair; every one is so friendly and sociable. But my new work will give me a greater opportunity, and of course a much broader field of endeavor. I shall do everything possible to make my work with Miss Gessner successful, and I am sure that I shall like it."

### J. C. Wilkins, Prize Winner

(Continued from page 17)

How are we going to get them to realize that a ton of coal is now worth so much, that no reasonable effort should be spared to save it? The responsibility, very largely, for the results to be achieved, are up to you, Mr. Editor, and the officials of our Company. It is up to you to see that coal

is mentioned on your "Turn Table" page and, especially, in the personal columns of each division, and the individual personal attitude of the officials directed towards setting an example to everyone—*THAT COAL MUST BE SAVED.*

President Willard, in our December issue, calls the attention of every employe to the necessity of economy. Is there any other item in which the opportunities offer as quick, sure and large a reward in decreased operating cost as in coal? *LET'S GET TOGETHER* and earn it, not overlooking the fact that the saving of clips, fasteners, etc., helps, as illustrated in the story of "A Bar of Steel and the Cork."

## SAVE COAL!

## Baltimore and Ohio Glee Club Ninth Year-Spring Concert

*An All Glee Club Concert—Numbers by the Club,  
Selections by the Quartet, Solos by Individual  
Members—Dancing*

Hobart Smock, Director

Sylvan Levin, Accompanist

The Baltimore and Ohio Glee Club will give the Spring Concert of its ninth year on the night of May 25 at the Maryland Casualty Concert Hall, 40th Street and Cedar Avenue, Baltimore. The Club has also engaged the magnificent ball room adjacent to the auditorium where dancing will be enjoyed from ten o'clock until midnight.

The program for this concert has been chosen from the wide range of selections which the Club has sung during the nine years of its existence, and will contain many rollicking and melodious "glee" numbers, with such favorites as "Swing Along," "Sandman," "The Viking Song," "Laughing," "Miss Lindy."

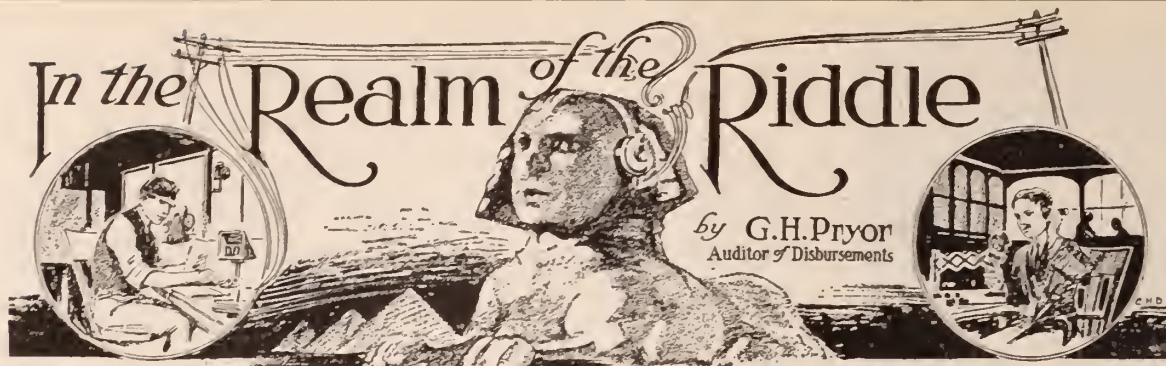
Friends of the Club will be glad to know that Mr. Sylvan Levin, accompanist, will again be the piano soloist.

Bohl's Orchestra will play for the dancing.

Tickets at \$1.00 each may be obtained from any member of the Club.

The Club confidently believes that this Spring Concert will be the most popular one ever given and urges its friends to make prompt reservation of tickets. The number of tickets distributed will be limited to the capacity of the concert hall and no additional tickets will be on sale for the dance.





*Note:*  
 All puzzles published in this department will be defined, as far as possible, from the New Standard Dictionary, edition of 1920. It is permissible to use both geographical and biographical words in the construction of puzzles, but when such words are taken from any authority other than the New Standard Dictionary, the name of such authority must be stated at the end of the definition, in parenthesis. ("obs"). Obsolete words will be marked at the end of the definition thus—"("var)". Variant spellings of a word must be marked at the end of the definition thus—"("var)". Address all communications concerning this department to G. H. Pryor, Room 800, Baltimore and Ohio Building, Baltimore, Maryland, and mark the envelope "Puzzles."

Nypho, E. R. Woodson, Washington, D. C.; Gi Gantic, Petite, Dee, Molemi, St. Louis, Mo.; Delmonte, Richmond, Va.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Emeline, Fairbury, Neb.; Jack O' Lantern, T. Hinker, Bangor, Pa.; Alec Sander, Thos. L. Comer, Philadelphia, Pa.; Tom Crestmore, Johnstown, Pa.; Lateo, Hoboken, N. J.; Arty Ess, Scranton, Pa.; Kappa Kappa, Fargo, N. Dak.; Sherlock Holmes, Worthing, S. Dak.; Todd, Mulkeytown, Ill.; Winkie, Charleston, W. Va.; Kee Pon, Malden, Mass.; Arcanus, Eloise, Iowa City, Iowa, and Jemand, Wilmington, N. C.

The two prizes of six months' subscription to the Enigma are awarded to Gem (Miss E. M. Graveson), Passenger Traffic Dept., Cincinnati, Ohio) and Thomas S. Comer, Second Trick Towerman, Park Junction, Philadelphia, Pa., who furnished the best list of answers.

THE answers to the puzzles published in the January issue are:

1. Beg-in
2.
  - G
  - M A S
  - M A L T A
  - M A R I A N A
  - G A L I O N G E E
  - S T A N N E R S
  - A N G E Y O K
  - A E R O S E
  - E S K E R
3. Locomotive whistles
4.
  - R
  - P E R
  - S A N E R
  - P A N E L E D
  - R E N E G A D E S
  - R E L A T E D
  - R E D E S
  - D E D
  - S
5. T-ire
6. D R O W S Y
  - E N A T E S
  - S T E A L S
  - S E S A M E
  - S T I E V E
  - S N E E R S
7. The Baltimore and Ohio
8.
  - L A B O R E D
  - A T E L E N E
  - B E H E S T S
  - O L E A T E S
  - R E S T O R E
  - E N T E R E R
  - D E S S E R T
9. Real-m
10.
  - P
  - D A M
  - N A T A L
  - S E R E N A S
  - P O T E N T I A L
  - N E C E S S A R I E S

11. Heads
  - Hades
  - Shade
12.
  - M O R E
  - O X E Y E
  - R E V E R T
  - E Y E B R O W
  - E R R A T A
  - T O T A L
  - W A L K
13. Engineers
14.
  - P
  - D A B
  - C E D E D
  - D E C E N E R
  - P A D E M E L O N
  - B E N E F I T
  - D E L I A
  - R O T
  - N
15.
  - P
  - P A
  - P A T
  - P A T E
  - P A T E N
  - P A T E N T
  - P A T E N T E
  - P A T E N T E E
  - P A T E N T E E S

**New Puzzles**

1. BEHEADMENT (6)  
 When Sandy smashed his toe,  
 He called Don to his side,  
 And bade him for the Doctor go  
 As fast as he could ride.  
 "I can't ride in that THREE"  
 Don sulkily demurred,  
 "Then ride in your FOUR car," said  
 he,  
 And grinned, by humor stirred.  
 Young Donald heaved a sigh,  
 It was an awful ONE,  
 But fast as any TWO could fly,  
 Or any rabbit run,  
 Away to town he sped  
 The Doctor took on board,  
 And dumped him by his father's bed,  
 Without another word.  
 His visit at an end  
 The Doctor donned his hat,  
 "It was an awful THREE, my friend,  
 But Don 'na minded that."  
 Witney Crossing, N. Y. Spica

2. RHOMBOID  
 Across:  
 1—(Surg.) An instrument for scraping bones;  
 2—The primitive signification of a word;  
 3—Intention;  
 4—Muses of lyric and erotic poetry;  
 5—One who remains in a seated or settled position;

**CORRECT** solutions were received from the following:  
 S. T. Udent, Ben Franklin, N. Jineer, L. M. N. Terry, Atlas, Primrose, Pearlle Glcn, The Major, J. F. Donovan, G. Hartman Pryor, Martelia, L. E. Phant, Comrade, Baltimore, Md.; Wick-o-cincy, Gem, Cincinnati, Ohio; P. M. Pennington, Cumberland, Md.; Gee, Asheboro, N. C.; Spica, Witney Crossings, N. Y.; Tunste, Joaquin, C. Saw, St. Germaine, New York, N. Y.; Towhead, Lafayette, Ind.; Ralph, E. Stroudsburg, Pa.; Mentor, Chicago, Ill.; Dan D. Lyon, New Florence, Pa.; Gemini, Poly, Brooklyn, N. Y.; K. T. Did,



6—Pertaining to any membranous sac or vesicle.

Down:  
 1—A letter;  
 2—An Archaic contraction;  
 3—(Mus.) As it is written;  
 4—A river in N. England;  
 5—Descendants of Mohammed through Fatima his only daughter;  
 6—Popular form spoken by uneducated Greeks;  
 7—Having the flavor of nuts;  
 8—Dotards;  
 9—To give a specific or desired position to;  
 10—Abbreviation for right;  
 11—A letter.  
 Baltimore, Md. S. T. Udent

3. CHARADE (8)

PRIMAL the distant hill  
 My fancy loves to blow,  
 Pursuing Thedom's thrill.

Now as I push my quill,  
 Beckoning visions glow  
 PRIMAL the distant hill.

Obedient to their will,  
 I'll TWO, for weal or woe,  
 Pursuing Thedom's thrill.

Nay, 'tis no buxom Jill  
 Calling in accents low,  
 PRIMAL the distant hill;

'Tis there lies Puzzleville,  
 And kindred folk, I know,  
 Pursuing Thedom's thrill.

A force drives on until,  
 To WHOLE it I must go  
 PRIMAL the distant hill,  
 Pursuing Thedom's thrill.

Cincinnati, Ohio. Wick-o-cincy

4. DIAMOND

1—A letter;  
 2—To enclose;  
 3—To elevate;  
 4—Common;  
 5—A drink made of honey flavored with mulberry juice;  
 6—A rodent;  
 7—A letter.  
 Asheboro, N. C. Gee

5. ANAGRAM

O, all the brilliant puzzle vets shine, and I, but a green one, come in too.  
 Baltimore, Md. N. Jineer

6. INVERTED PYRAMID (N. I.)

Across:  
 1—Scrofula;  
 2—A leaf of the tea plant;  
 3—To ejaculate;  
 4—In law, a friend;  
 5—A letter.

Down:  
 1—A letter;  
 2—An indefinite nominative for an impersonal verb;  
 3—A bill;  
 4—A festival;  
 5—A falling off;  
 6—Weird;  
 7—To put into a vat;  
 8—In case that;  
 9—A letter.  
 Worthing, S. Dak. Sherlock Holmes

7. TRANSDELETION (6)

The little PRIMAL ate the ALL,  
 Which Santa left behind.  
 This yellow, tasteful, wholesome ball  
 He ate both meat and rind.  
 Corinth, Miss. Fred Domino

8. RHOMBOID (N. I.)

Across:  
 1—An easy, cautious trot;  
 2—Verdigrises;  
 3—Mexican dishes made of crushed maize, mixed with minced meat, seasoned with red pepper, dipped in oil, and steamed;  
 4—Shaddock;  
 5—Small ridges or mounds of earth;  
 6—Flesh so corrupted as to be unfit for food;  
 7—Cuddled up.

Down:  
 1—A letter;  
 2—A linguistic stock of Gold Coast Negroes;  
 3—To obtain;  
 4—A snare;  
 5—The common talk;  
 6—Written in oghams;  
 7—A native of Toledo;  
 8—Cellar (Obs.);  
 9—Flies aloft;  
 10—To adapt;  
 11—The Sun;  
 12—Not (Archaic);  
 13—A letter.  
 Brooklyn, N. Y. Gemini

9. SQUARE

(All New International)  
 1—A fisherman's long leather apron (Local U. S.);  
 2—In New Zealand, the sapindaceous tree, *Dodonaea viscosa*;  
 3—To struggle in resisting (Obs.);  
 4—One who salutes or gives place (Obs.);  
 5—(Eastern Ch.) A litany said after the Gospel before Mass;  
 6—One who looks askance or obliquely.  
 Mulkeytown, Ill. Todd

10. REBUS (7)

CO  
 S  
 A horny-handed son of toil  
 Was that old hustler, Farmer Doyle;  
 He'd rise while yet the dawn was gray  
 To cut his corn and wheat.  
 Today there is no hint of soil  
 Upon his hands—he drilled for oil

To wealth he's found a shorter way,  
 He sits and cuts COMPLETE.

St. Louis, Mo. Gi Gantic—Molemi

11. OCTAGON

1—A cover;  
 2—To delay;  
 3—A tin vessel;  
 4—A commodity;  
 5—A maxim;  
 6—Barks as a dog when hurt;  
 7—A snare.  
 Baltimore, Md. Ben Franklin

12. BEHEADMENT (6)

A boy should never ONE with a TWO  
 He will do so, but don't you know  
 He's liable to do so once too often  
 And put a playmate in his coffin.  
 Cumberland, Md. P. M. Pennington

13. PENTAGON

1—A letter;  
 2—A portion;  
 3—The yam bean (Phil. I.);  
 4—A fine, thin, white fabric made of flax or linen;  
 5—(Mil.) A small cannon mounted on a swivel, etc.  
 6—(Bot.) A rather large genus of American fabaceous herbs or shrubs with pinnate leaves and spikes or racemes of mostly purple flowers.  
 7—(Zool.) Any of several larval salamanders of the genus *Ambystoma* found in the mountain lakes of Mexico and the Western U. S., etc.  
 8—Culum (Obs.);  
 9—Hebrew measure; six cubits.  
 Baltimore, Md. Comrade

14. DIAMOND

1—A letter;  
 2—(Slang) A policeman;  
 3—(E. Ind.) The consort of a Raja;  
 4—(Slang) Loud, banging noises;  
 5—To develop into a cancer;  
 6—The state of being content;  
 7—Trees yielding pears;  
 8—Covers with enamel;  
 9—(Prov. Eng.) Leaders;  
 10—In scholastic philosophy, the abstract conception of being;  
 11—A letter.  
 Baltimore, Md. Red Crow

15. CHARADE (9)

In Eastern climes,  
 In olden times.  
 No cool, deep grave had e'er entombed her;  
 When her Lord had perished  
 The wife he'd cherished—  
 Fate to this fiery furnace doomed her.  
 I twang upon the light guitar,  
 But music scarcely could you call it  
 Sensitive nerves such sounds abhor  
 Nor would they care what fate  
 Befall it.





## Aunt Mary's Story of Newark Veterans Eighth Annual Banquet and Dance

Newark, Ohio  
March 9, 1923

Dear Niece Jane:

I hope as how you've got all your weekly mendin' done so as you'll have time to set down and listen to all I've got to tell you about the Veterans' party that they held here last night. These Veterans do travel so fast, Jane, that it aint possible to keep track of 'em, and when it comes to the Newark Veterans they're swifter than humming birds.

There was 34 of the Veteran folks what went from Baltimore on Wednesday night, Brother Sturmer in the lead and the ladies a-hanging on to his coat-tails.

Do you recollect the first time you ever took a ride in a sleeping car? Well, then, you know jest how Sister Espy felt. The brother in charge had issued the order that anybody who was caught snoring should have a clothespin put on to his or her nose, but it just happened that the grand president himself snored so loud that nobody else was heard. Sister Sturmer had a good time, too; in fact next morning when the waiter brought her a grapefruit for breakfast it was so big she thought it was a pumpkin.

Some of the sisters brought their husbands along; others brought their husbands' photographs to show to any Newark bachelors or widowers who might insist on dancin' with 'em.

We was awful sorry about the accident that happened to Mrs. "Safety Jack" Perin, but 'tis said (but don't say I said so) that she went and got her thumb mashed because she had heard so much about handsome Dr. Charlton and she wanted to see him. Well, she managed it pretty well.

Sister Thornton got the gold medal for eating the most; Sister Leonard ran a close second, eating two breakfasts on the first morning. Sister Wall came out in a neck-to-neck race with Brother Hanson, the official chaperon of the party. The Smiles Contest was shared equally by Brother Bentley, Brother Allen and "Safety Jack" Perin. The latter brought along his checkers and succeeded in inducing a poor old lady to play him a few games. Then he turned about and beat the poor old soul four games out of five.

Arriving at Newark on Thursday afternoon a delegation of Newark folk, led by Sister Howard, grand president of the Auxiliary, and Brother Moriarity, president of the Newark Chapter of Veterans, met us and we all posed for our photographs. It was a jolly meeting to be sure. Jane, you oughter seen them Veterans comb out their moustaches and the ladies smooth down their eyebrows! Jest look at the picture and you can see for yourself.

We all went in cars (I went with Sister Moore and Sister and Brother Robosson

in Sister Cooper's car) to the wonderful Weiant Gardens. Well, Jane, mebbey them aint some gardens! They have got cucumbers growing almost as high as Washington's monument. I couldn't believe it, Jane, 'cause you and me always let 'em run along on the ground. No, sirree, there they was hanging jest as cool and serene above our heads. I've got a notion to plant mine next year where they'll run up on the kitchen window and all I got to do is to reach out and get a couple when I want 'em for dinner.

That power plant there at the gardens is something fine. The engineer what designed the whole thing showed us all around and we poked our noses in the fire boxes and down the coal chutes and when we couldn't go no further we decided that that man knew what he was doin' when he built it.

When we got back in town again we learned that Mr. Jess Walters, of the Arcade Hotel, had turned over his parlors and rest rooms to the Veterans for the day. Wasn't that fine? Most of the visitors went there to stay; I went home with Sister Moore, Mrs. Elroy Moore, you know, and I had a lovely visit there.

At six o'clock everybody gathered at the Plymouth Congregational Church for the big feed. And some feed it was! The ladies of the church served it. There was chicken pie that fairly melted in your mouth, creamed potatoes, Parker House rolls, green peas, cold slaw, celery, jellies and preserves, ice cream and most delicious angel food cake, and coffee. I'll bet that makes you hungry to read it.

Brother Hanks, pastor of the church, pronounced the invocation and everybody fell to. The Ladies' Auxiliary presented to the visiting women officers bouquets of frisas and pink roses, all tied up in pink ribbon. Brother W. W. Wood, chief of Welfare, argued all evening trying to get Sister Wallburg to give him her bouquet, but 'twasn't no use. Brother Wood and Brother Hanks also had a little friendly argument. Finally Brother Wood said that his father was a Methodist preacher.

"Ah," says Brother Hanks, "well, it happens that one of the finest men of my congregation is the son of a Methodist minister."



The Newark Veterans and Their Wives Smiled a Welcome—



"Indeed," declared Brother Wood, tapping himself on the chest, "Methodist ministers' sons do make *wonderful* men, don't they?"

Well, Jane, guess what. It was Sister Sturmer's birthday and the Newark Ladies' Auxiliary didn't do a thing but present Sister Sturmer with a gift of the lovely bowl of pink roses and sweet peas that decorated the center of the table, bowl and all. Cut glass it was, too. Sister Howard made the presentation speech, and Sister Sturmer was that happy all she could do was to smile sweetly and say "Thank you one and all."

Then there came another surprise. Oh, Jane, if you could only have been there to see Brother Moriarity present the 50-year service buttons! Conductor John Lamb, who has been serving the Baltimore and Ohio for 50 years and who is still going; Baggage-master Joseph Workman, who has been 52 years in service and still going, and Pumper Russell Kyle, 61 years of service at Union, were the ones who got the buttons. And just to think, Mr. Kyle is still working, too.

After the eats we all went up into the Auditorium where they had a lot of speaking. Superintendent Kruse was there with Mrs. Kruse, Trainmaster Batchelder, Assistant Trainmaster Wyatt, District Engineer Carver, Master Mechanic Cooper and the Missus; the Garveys from Wheeling, Sister Wallburg, from Lima; Sister Hopper, from Garrett, Indiana, and lots of other people were there. It was a big surprise to see E. B. Russell, assistant to General Manager Begien, from Cincinnati.

Brother Moriarity did the honors and introduced the speakers, the first of whom was Grand President George W. Sturmer.

Mr. Sturmer expressed his appreciation for the invitation to Newark and thanked all concerned on behalf of the Baltimore party. He paid a compliment to the state of Ohio, the birthplace of so many presidents, and he told of the progress of the state. He spoke of the expansion of the Baltimore and Ohio Veterans' Association, and of the fine interest taken in the organization by President Willard and Vice President Galloway. He told of the work of the employes in the business-getting drive of last year, and closed by paying a splendid tribute to his wife and by

extending an invitation to all the Veterans and their wives to visit Baltimore.

Mrs. J. M. Garvey, grand vice president of the Ladies' Auxiliary, was introduced as the "silver-tongued orator of Elm Grove."

Mrs. Garvey launched forth into a delightful little address, in which she scored one for the women, saying that as Eve became Adam's auxiliary, so the weakness of man always demands a woman as his helpmate, and to this end the Ladies' Auxiliary had been formed.

"We love them all," said Mrs. Garvey, "and though we cannot bestow upon them that beloved title, 'Mother Machree,' still we love every gray head here—and the bald heads, too."

"When I was a little girl," she continued, 'my father was a conductor. It was then that I thought that he owned the whole railroad. Later, when I got to be a big girl and chose as my life's partner an engineer, I thought that engineers owned the whole railroad. But when I joined the Veterans Association I found that while both conductors and engineers are important in their own ways, that after all, each of us is so insignificant a part in the big Baltimore and Ohio, that it is only through cooperation, consideration, and by working with the management that we can accomplish the big things for the Baltimore and Ohio.'

Brother Moriarity then read telegrams of regret from President Willard, Vice President Galloway, General Manager Begien and others who were unable to be present. Everybody was sorry to know that President Willard and the others could not be there. Mr. Willard had an important I. C. C. meeting, and Mr. Galloway and Mr. Begien could not come because of illness.

Superintendent Kruse was next introduced. With a jolly smile he began:

"Veterans, Fellow Workers, 'Bill' Lamb, 'Joe' Workman, Russell Kyle, and all the rest of the 'Kids:' I am glad that when your president limited the time for speaking to five minutes that he did not limit the eating time.

"When we see men like these who have been in service for 50 years and more, it means that we have a good company, and that these are good men or they wouldn't stay. (Fifty years! Why I didn't think that 'Bill' Lamb was that old!)

"We do have a good Company and we do have good men, and the indications are that if we keep our feet on the ground we're going to have a prosperous year this year.

"I am proud of our president, and I believe that all of us feel the same way. A railroad president may be the brainiest man in the world, but he cannot carry out the policies which he has worked out if we don't pin our faith to him and help him carry these policies out."

Mr. Kruse also spoke of promotions.

"I can almost tell whether a man is going to pass an examination in train service," he said, "by the training that he has had. Good training always shows in men."

You know, Jane, I think Mr. Kruse must have had pretty good training himself according to the fine things I heard his men say about him afterward. If I had time I'd tell you all he said, but I'll tell you about it when I see you.

Brother J. M. Garvey was the next speaker. He's grand vice-president of the Veterans, you know. Mr. Kruse had been telling a yarn about Brother Garvey dancing 16 dances with a girl down at Wheeling.

"Yes," says Brother Garvey, "I danced with the young lady in question, and—I also danced with her mother."

He spoke of the organization of the Ladies' Auxiliary at Newark; he told something of the history of the Baltimore and Ohio, and he hoped as how we'd all live to see the celebration of the 100th Anniversary of the Baltimore and Ohio. And believe me, Jane, I hope so, too.

Mr. Russell next was introduced. He said a lot of things about why Mr. Begien couldn't get to the party, which I can tell you better than I can write. He spoke about Safety on the railroad; about sanitation and health crusades; the good work carried on by employes and the gospel of health spread by the Medical Department. He says, and I believe so, too, Jane, that every employe should feel it his personal duty to practice and to preach Safety.

After the speeches was all over, we all went up to the Masonic Temple for the dance.

Such a time as we had! Why, Jane, you would a-died a-laughin' if you had seen some of them old Vets throwing away their canes and changing hobbles



And the Visitors, from Baltimore Enjoyed Themselves





© BACHRACH



DR. SHATTUCK (UPPER RIGHT) AND THE BARBARIANS AMONG WHOM HE HAS TRAVELED

1. The Morans made short work of the lion. 2. Greased with butter, smeared with clay, and decked with hats of shell money and head-dresses of hippo teeth, these Kavironda dancers hit up a lively pace in the Ngomas. 3. At the missions the native girls are taught how to make baskets and to weave palm mats. 4. Wykamba "dentists" chip teeth with a rusty chisel and a hammer. 5. This young man has had his teeth chipped until they look like spikes. He now can tear raw meat and is ready to be married. 6. Pygmies hunt the forests for bugs, grubs and rodents. They can shoot in succession four arrows with such strength and speed that the first will still be in the air when the fourth has left the bow



into hops, skips and jumps. And say, Jane, you've seen chief marshalls all dressed up leading a parade down the street, with heralds in front and a brass band followin' them, haven't you? Well, Jane, that's Frank Howard leading the Grand March.

And Sister Howard, she had the world beat in getting chances on the lovely patchwork quilt. Oh, yes, I forgot to tell you about that quilt. Do you remember Sister McManus? I'm sure you do. Her husband was Robert McManus, who was in service for 63 years. Well, she is the one who made the quilt and donated it to the Ladies' Auxiliary. They've had the books out on it since way last summer. Who won it? Why, Sherman Baggs. You remember him; he's the general manager of Emerson's Clothing Store. He's been a lot of help to the Veterans and most everybody was glad to see him get it.

By the way, Sister McManus was there herself. Brother Howard introduced her, and she smiled and bowed to everybody. Sister McManus is 82 years old, too, but not too old to go to a Veterans' party. She was as spry as a lizard. But say, Jane, don't you go and tell anybody I told her age.

There was lots of the old boys there. My, but how my nephews do grow up! "Steamboat" (his right name is John) Adkins was there, all dressed up in a checkered shirt. "Steamboat" began his railroad career in 1880 and didn't stop 'il five years ago. He was walking around saying howdy to all of his buddies. I didn't see him danein' but there's no tellin'.

Sister Helfinger was there at the door, taking care of the money. She carried it around in a trunk, there was so much of it. And Sister Moriarity and Sister Moore and all the others of the Auxiliary were there to help make things as pleasant as possible for everybody.

Miss Hazel Kirk and Miss Cosgrove, representatives of the Newark Advocate, were there to get the news, as also was a reporter from the other daily paper, but I couldn't tell you his name for I didn't see him. Brother and Sister Fletcher from Fairmont kept things going lively for a time.

Now I know that you will want to know the names of those on the committees, so I'll put them at the bottom of my letter. Look 'em over and I know you'll see the names of lots of your old friends.

#### Veterans' Committee

Messrs. William Stewart, Walter Laird, Dave Murphy, William Weiley, E. E. E. Moore, Dan Moriarity, Frank Howard, and William Helfinger, chairman.

#### Reception Committee

Mrs. J. C. Richardson, Mrs. Elmer Wiles, Mrs. Elroy Moore, Mrs. E. E. E. Moore, Mrs. Walter Laird, Dr. M. H. Kohler, F. S. Mahurd, William Meinert.

#### Banquet and Dance Committee

Mrs. James Connors, Mrs. M. Cosgrove, Mrs. C. Mort, Mrs. William Stewart, Mrs. Charles Friel, Mrs. D. Lewis, Mrs. J. Cosgrove, Mrs. E. Powell, Mrs. Charles Markham, Mrs. F. M. Howard, and Mrs. William Helfinger, chairman.

Well, Jane, as I says, I guess them irons is hot enough to iron Ezra's shirt now, and here I've let myself run on like as if I had all day.

Never mind, Jane, I had a wonderful time, anyway. I did miss havin' the

officers from Baltimore there, but I managed to meet a whole lot of new nieces and nephews, and you can bet that everybody enjoyed the party as much as I did.

Write soon and tell me if little John Henry has any more teeth.

Lovingly yours,

Aunt Mary

P. S. They tell me that they fed 409 people at that banquet in one hour and 35 minutes. How's that for running on schedule time?

## Baltimore Veterans Delighted with Dr. Shattuck's First Illustrated Lecture

THE first of a series of illustrated lectures, entitled "The Lure of the Canadian Rockies," which will be given by the famous traveller, Dr. George Burbank Shattuck, to the various chapters of the Baltimore and Ohio Veterans' Association, delighted a large gathering of Veterans, their families and friends, of the Baltimore Division Chapter, on April 2 at Moose Hall, Baltimore.

The singing of "America" by the audience opened the meeting, after which C. W. Allen, president of the chapter, introduced Dr. Shattuck.

Dr. Shattuck commenced his lecture by quoting several verses from the well known poems of Robert Service, while views of the majestic Canadian Rockies, the fertile valleys and plains were thrown upon the screen.

"On no continent in the world" said Dr. Shattuck, "can grander scenery be found than on that of North America. If you want rugged grandeur, go to the Canadian or American Rockies; if you want forests, go to the Maine woods; if you want level country, damp and marshy, go to the Florida Everglades. Our North American mountains equal in grandeur even the Himalayas."

The lecturer took his audience with him on a trip through the mountains, valleys and plains of Canada, while wonderful views were thrown on the screen by Arthur D. Gans of the Safety Department. The pictures were all colored and presented a splendid idea of the beauties to be seen, while the explanation given by the Doctor left nothing to be desired in clarity, interest and thoroughness.

Taking us with him from Vancouver, Dr. Shattuck brought us through the Ottertail Valley, showed us the wonderful Three Sisters and the Bow River, giving us a view of the marvelous Mt. Robson Glacier, and explaining the danger and treachery of the ice to the unwary traveller.

He explained that while the three provinces of Ontario, Alberta and Manitoba are small in area under cultivation, still in a year they produce some four million bushels of cereals. The farmer in these

provinces is gradually replacing the cattle man, and soon the cow-boy will have entirely disappeared. The Canadian Pacific Railway, that marvelous privately owned railway of Canada, which was driven through to the Pacific Coast in the face of untold difficulties, has built a large irrigation dam at a cost of some five million dollars, which has placed an additional three million acres of land under irrigation and cultivation.

Calgary, in the province of Alberta, "the Denver of the Canadian west," was shown to us while the doctor explained that where but a few years past there was nothing, now a thriving town of 75,000 people has been built up. Views of the native Indians were shown, indicating the various occupations of these people, and it was explained by Dr. Shattuck that many years ago the Canadian Government made a compact with these people that they would not be molested as long as the Bow River flows, and they keep the peace. The peace remains unbroken.

The Doctor told us that no Indian in Canada will ever make a business deal without first consulting his wife, and remarked, "There, perhaps, they can teach us something."

A view of Banff, the only town of any size in the Rocky mountains, where the Canadian Pacific Railway has one of its world famous hotels, beggars description. Than this, we are told, there is no more beautiful view in America. Near by are the sulphur springs where one can "if he desires, bathe in water which smells like bad eggs," or have a swim in water having a temperature of 115 degrees.

Of particular interest was the lecturer's explanation of his climb up snow covered mountains. It is necessary to have two guides; a rope is tied to the first one, then to the traveller, and then to the second guide. The Doctor recommends strongly that none of us attempt a mountain climbing expedition in the Rockies without two well known and reliable guides!

A reference to the Canadian North West Mounted Police was made by the Doctor, who told us that there are but 665 officers



and men in this world renowned group, to care for a territory five times as great as the United Kingdom. Once they go after their man, however, they never stop until they get him. An anecdote of an officer who was gone six weeks in the wilds of north western Canada, and who travelled 1000 miles to get his man, shows the real "Go-Getter" qualities of these men.

Of the wonders of the snow sheds, the fishing, hunting, etc., many views were shown, and finally we were told of the Hudson Bay Company which has been trading in Canada for many years. Their

house flag is plain white with the letters "H. B. C." on it in colors, and upon being asked what the letters stood for a native replied "Here Before Christ."

In concluding Dr. Shattuck told his hearers that with the wonders to be seen in the Rockies, but four days from New York, he could not understand why people would want to go to Europe. After seeing the wonderful views and hearing his fine lecture, all these who had the pleasure of hearing Dr. Shattuck agreed with him.

Dr. Shattuck's first lecture promises well for future meetings of our Veterans.

## Cumberland Veterans Celebrate Their Seventh Anniversary

THE seventh anniversary of the Baltimore and Ohio Railroad Veterans' Association at Cumberland was celebrated on February 6, when approximately 300 veterans and friends gathered in Odd Fellows Hall to observe the birthday of the Association.

Following the business session, the entertainment committee took charge. Dr. A. Y. Wilson read letters and telegrams from President Willard and Vice-President Gallo-way, regretting their inability to be present. Superintendent C. W. Van Horn, who was ill, was represented by Assistant Superintendent T. K. Flaherty.

The entertainment was in charge of Mrs. Joseph F. Barnett, president of the Ladies' Auxiliary. John W. McMakin presided. John Kessler, one of the oldest veterans present, opened the meeting with prayer; Miss Helen Dawson followed with a piano selection, and Hugh Markwood with a cornet solo. Then came the feature of the evening, a splendid address by President Sturmer of the Veterans, in which he detailed the part the Veterans' organization has played in the Railroad's history.

Assistant Superintendent Flaherty spoke at length on the records made and broken on the Cumberland Division during the past month. He also gave some interesting figures on the density of traffic on this division.

The male quartette of the First Baptist Church gave several selections, and music was furnished by the Baltimore and Ohio shop band, under the direction of Professor Frank E. De Luca. Little Miss Elizabeth Chevront sang, and Miss Mary N. Barnett gave a humorous reading entitled "A Vision of the Night."

After the entertainment, everyone adjourned to the banquet hall, where an appetizing repast was served to the guests and their friends.

## Greetings From The C. W. Galloway Auxiliary No. 1, Baltimore Division

By Mrs. Charles W. Lewis, President

SEVERAL months have passed since any word of our activities has appeared in the MAGAZINE. At our February meeting we had as speaker Miss Mary Harvey, head of the Baltimore policewomen, and one of the best known women in her line of work. At our March meeting we had a very enjoyable time. Our president, Mrs. Chas. W. Lewis, had returned from a trip to Florida and after the formal business was disposed of, she was presented with half a dozen silver spoons and a basket of flowers, and a drawing was held for a box of Creole candy presented by her.

Then President Allen, of the Baltimore Veterans, presented in an appropriate and touching manner, a Bible, which was accepted with grateful appreciation by our president. This Bible had been placed in a Baltimore and Ohio passenger coach in 1873. It came into the hands of Mr. Buckingham, Sister Mrs. Edward J. Mercer's father, in the same year that the car was sent to the wrecking shop after a wreck, and it has been in the family ever since. The Auxiliary feels grateful and accepted with pleasure this Bible from our sister for use at its meetings. The Bible will be inscribed

in gold, showing by whom and to whom presented.

The speaker of the afternoon was Col. Claude Swezey, warden of the Maryland Penitentiary and House of Correction. Col. Swezey gave an instructive and interesting talk on the social conditions surrounding his daily work. On the invitation of Col. Swezey, the Auxiliary expects in the near future to visit his two institutions.

At the February meeting an invitation was read for the officers and members to attend the banquet and dance given by the Newark Veterans and Ladies' Auxiliary on March 6. The Company, through Vice-President Galloway, generously furnished a private Pullman to Newark and return. Thirty-two made the trip, including Grand President Sturmer and President Allen, Past President W. A. Wall and Vice-President Mrs. W. A. Wall. All were elated at the splendid time they had. Stop-overs were made at various points and we learned that if the old saying, "You are as old as you feel," is true, we have some young members.

We extend our deep appreciation for the fine banquet and wonderful time shown us

(Continued in next column)

## C. W. Galloway Auxiliary

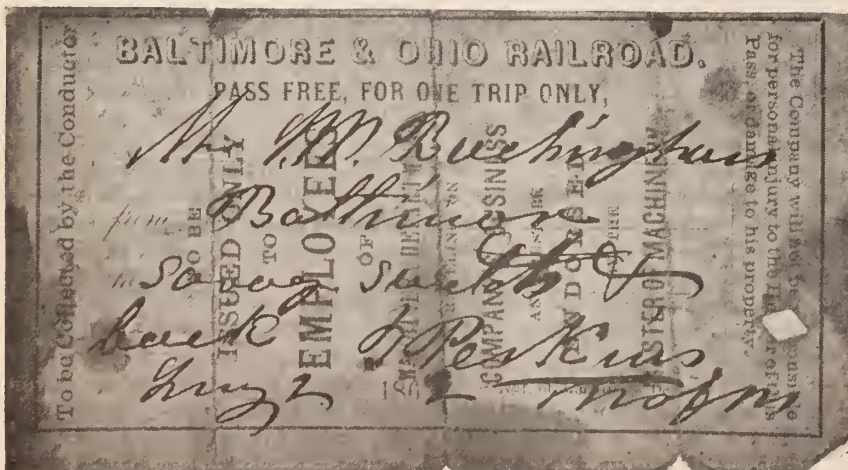
(Continued from preceding column)

by the Newark brothers and sisters, who certainly know how to entertain, and to our Railroad officials for their courtesy.

We congratulate Mr. Baugh for the fine dining car service and food. The sisters and brothers almost emptied his pantry.

All Veterans are welcome to hear our speakers. This part of our program begins at 3.30 p. m. on the third Wednesday of each month, in Room 500, Baltimore and Ohio Building.

We extend an invitation to all wives and widows of members of the Baltimore Veterans' Association to join us. We want you, for we feel that there will be a mutual enjoyment and benefit to us both.



Pass of 1862 loaned Magazine by Mrs. Edward J. Mercer





Judge Thomas Bond

### Martinsburg Auxiliary

Correspondent, CLARA McDONALD TAYLOR

ONE of our Veteran brothers, George M. Kilmer, has been confined to his home for about two months, on account of sickness. We hope he will soon be out, as he is missed by his Cumbo friends. Mr. Merce Kilmer has also been sick as also have been his two attractive kiddies, Virginia Lee and Junior, whose photos were in a recent issue of the Magazine.

We regret to report the death of Mrs. Edward Caskey, widow of Conductor Caskey. She was found by her son sitting in her chair, dead. We also regret to report that the widow of John Smith was stricken with paralysis one morning and died on the next day. Our sympathy goes out to the bereaved relatives.

Your correspondent and Mrs. Burkhart had planned to attend the Newark Veterans' entertainment, but illness prevented.

A. J. Criswell, one of our Veterans, had a close call recently, when he narrowly escaped being beaten down by the hoofs of a frightened horse. Mr. Criswell was standing on the curb oblivious of the fact that a frightened horse had crossed the curb. He looked up just in time to see the horse rearing above him, and managed to spring aside just in time. Mrs. Criswell, who was operated on in February, is now at home recovering nicely.

Wonderful revival meetings were recently held at the M. E. Church here.

Cumbo experienced quite a scare recently when the coal tipple was burned. However, it was not so serious as at first thought.

#### Stop That Leak:

We hope all employes will endeavor to work to that end. We know they will, as Cumbo has a wonderful bunch of men; they always work with their eyes wide open for anything that interests the good old Baltimore and Ohio.

Our Lodge met in the Baltimore and Ohio Building on February 8. Reports were read

from our delegates, Mrs. W. A. Burkhart and your correspondent, giving full details of our recent visit to the Grand Lodge. Many regrets were expressed when our members realized what they had missed.

We are glad to report that Mrs. Minor Furr is improving rapidly. Mrs. Sophia Ridings and her two sons, Raleigh and Cleo, are improving after being ill nearly all winter.

## Judge Bond Worked on the Baltimore and Ohio in 1850

THOMAS BENJAMIN BOND was born in Harford County, Md., on January 24, 1832. On November 1, 1850, he was appointed by Chief Engineer Benj. H. Latrobe, in a corps of civil engineers having charge of construction of the Baltimore and Ohio between Cheat River and Kingwood tunnel.

In the early days of Judge Bond's Railroad experience the Baltimore and Ohio was a small affair, terminating at Cumberland, Md. During the period of his employment, however, it was extended from Cumberland to Wheeling, reaching the latter city in 1853. Reference to old records shows that in 1850, Judge Bond's first year, the total number of passengers carried by the Baltimore and Ohio was 395,265, and that the total tons of freight handled, only 477,555. Judge Bond later served as calculator in locating the line from Grafton to Parkersburg, and subsequently as assistant civil engineer. At this time, Mr. Thomas Swan, who afterwards became Governor of Maryland, was president of the Baltimore and Ohio.

Judge Bond severed his connection with the Baltimore and Ohio in 1854, taking up the study of law. He tells us of a 2000-mile trip on horseback to the Pacific Coast, with an emigrant train, during which trip Indians and buffalo were encountered in large numbers. He served a term as judge of the Mendocino County Court in 1870 and was attorney and counsellor of the U. S. Supreme Court in 1875. He was married in 1865.

Judge Bond is a member of Abell Lodge No. 146, F. & A. M., of California, and has been elected an honorary member of the Baltimore and Ohio Veterans' Association. He also is honorary member of the Grand Lodge of Veterans. He now makes his home with William Holmes, Sr., a Veteran

in the service of the Baltimore and Ohio in Baltimore.

"I am grateful in having so many faithful friends," says Judge Bond, "and I don't think I have any enemies. Friends you can meet anywhere; you've got to keep a windward eye for enemies."

Judge Bond was present at the annual convention of the Grand Lodge of Veterans in January, when President Willard put into the lapel buttonhole of his coat the fifty year gold button of the Veterans. The response of the Judge was remarkable for the force of its delivery, its interest and enthusiasm, and for the remarkably clear account it gave of some of the pioneering days on the Baltimore and Ohio.

### Three Men with 162 Years Service

AT the eighth annual banquet of the Newark Division Baltimore and Ohio Veterans' Association held in Newark March 8, a feature of the entertainment was the presentation of 50-year service buttons to three employes whose total service aggregates 162 years.

William Lamb, conductor, has 50 years to his credit, and it still in the service.

Joseph Workman, baggageman, has been in the service 52 years, and is still on his car daily.

Russell Kyle, pumper, has been employed over 60 years, and is still running the pump at the station at Union, Ohio.

President Dan Moriarity, of the Newark Veterans, presented the buttons, complimenting the men on their long and faithful service, and hundreds of the Veterans and their wives, as well as the division officers, crowded around to shower congratulations upon the sturdy trio. Hats off to all of them!



Fifty-year service buttons for these Newark Veterans. Left to right: Russell Kyle, William Lamb and Joseph Workman



# Women's Department

Edited by Margaret Talbott Stevens.



## The Love Letters of D. S. Patcher

No. 1.

*NOTE:—A number of our girls have asked that the columns of our Women's Department include something in the line of romance. For a long time we have been trying to get the girls to begin something of this nature, for if anybody can truly represent Romance, it ought to be our girls themselves. And now, at last, there comes to our rescue—a man—one who knows how to write a real love letter. We are sure that everybody will want to read it. The old saying goes, "All the world loves a lover," and we know that this holds true. This is the first of several that we are planning to run, provided our women readers find them interesting.*

*By the way, Girls, er—Oh, what was that? His real name? Er—well, I'd hate to give it, for, well—the truth of the matter is, the writer of the love letters is married. He has been married for a score of years, and the letters are—to his wife. He is a Baltimore and Ohio operator at Garrett, Ind.*

—Associate Editor

Sweetheart:

Do you remember the day—

That wonderful day,

When first we met?

Do you remember those days—

Those happy days

Of long ago,

Do you regret?

You don't, do you,

Sweetheart?

Do you remember the strolls—

Those glorious strolls,

Over the meadow

And through the woodland?

Do you remember the spring—

That crystal spring,

Where we knelt,

You and I

And slacked our thirst

From its cool sparkling nectar—

Sweetheart?

Do you remember

The moss covered bank

Beside the little

Silvery stream?

Do you remember,

It was there where first

We felt the thrill

Of loves young dream?

You do, don't you,

Sweetheart?

Do you remember

How swiftly,

How sweetly,

The hours passed away?

Do you remember

The soft, sweet murmuring

Of the breeze

Through the trees—

The cooing of the dove

In the branches above,

A-calling her mate?

All nature spoke of love.

Do you remember?

You do, don't you,

Sweetheart?

Do you remember,

How we lingered,

You and I,

'Til the sun

Kissed the occident,

Coloring the landscape

With shimmering gold,

Reflecting its beauty

In the silver waters

Of the babbling brook,

Blending its yellow

With the emerald hue

Of the leafy boughs;

Bathing the tresses

Of your glorious hair

With crimson light;

Mirroring the golden

Flame of love

Deep in your eyes of blue—

Those eyes,

Those beautiful eyes,

Rivalling the azure

Of the skies—

Do you remember?

You do, don't you,

Sweetheart?

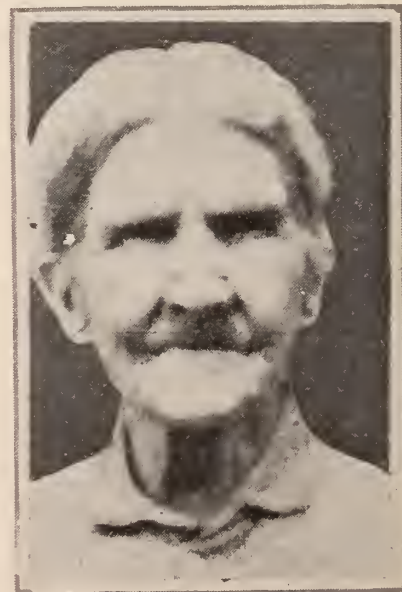
## This Cumberland Woman Was Born before the Time of the First Railroad

ON March 4, 1923, Mrs. Sarah Rice, of Cumberland, Md., celebrated her 98th birthday. She was born on March 4, 1825, at Bean's Cove, Bedford County, Pa. She was married on March 15, 1849. A few years later she moved to Cumberland, where she has spent practically all her life.

Mrs. Rice has a remarkable memory. She does not use eyeglasses, and is fond of telling of the growth of Cumberland, and the part which the Baltimore and Ohio has played in its development. At the time Mrs. Rice moved to Cumberland, the Baltimore and Ohio rolling mill was in course of construction. Shortly after the Queen City Hotel and the station were built. At that time South Cumberland consisted of only a few houses and was known as "Vinegar Hill." Mrs. Rice also recalls the building of the Baltimore and Ohio shops at South Cumberland and the moving there of the round house activities from the center of the city. She has witnessed the rapid growth of that section of the city.

Mrs. Rice is the mother of Hanson Rice, one of our Cumberland employes who has been in the service for 18 years. She has three other children living, also 19 grandchildren, 17 great grandchildren and one great great grandchild.

Mrs. Rice says, "Ninety-eight years is a long time to live, and when my mind runs back over my life and contrasts the comforts we have now and the hardships we had in my girlhood days, I wonder at the complaints of hardship I hear today." She has been a member of the Kingsley M. E. Church at Cumberland ever since she can remember.



Mrs. Sarah Rice, 98 years old, Cumberland, Md.





Mrs. W. E. Wagner, Parkersburg, W. Va., wearing her pretty fillet crochet sweater

### How I Made My Sweater

By Mrs. William E. Wagner, Wife of Yard Clerk, Parkersburg, W. Va. High Yard

**T**HE sweater in the accompanying picture is made of No. 5 cotton thread.

It has four large panels, two in the back and two in front. On the panels are two large roses; just the rose, no leaves or stem. In the center of the back and the center of the front is a large butterfly. At the top of the back, right over the butterfly, is a large rose (same as on the panels) but it has a large bunch of leaves on each side, which makes it extend clear across the shoulders. Of course the front has a lower neck and there isn't room for the rose in front, although it could be made with a rose in front also.

The sleeves consist of thirteen small panels about five inches in length and an inch in width, which are all fastened at the bottom to a band about one inch wide. The sleeves are only quarter sleeves, but can be made longer if desired. On each panel is fringe about seven inches long. On each side between the panels was left an open space about five inches wide and as long as the panel and fringe together. I made fringe to go in there to reach the bottom of the fringe on panels. The whole sweater is of fillet crochet. (The large butterfly was in a night-gown yoke and the rose was in the center of a table runner.) The roses on the panels are the same as the one in the back, except that I left the leaves off. A white roll collar can be worn with the sweater nicely. It is long waisted with a draw string at the bottom of the waist. The panels are about seven inches wide and about fourteen inches long without the fringe.

#### Women Readers:

Don't forget about the Prize Contest. Read about it in the January issue and send in your contribution early.—Associate Editor

## The Simplest Dress She Ever Made

**T**HE dress shown in the accompanying picture was made by the little lady who now wears it, Mrs. A. L. Mehrling, wife of the chief clerk to the manager of Station Service. Mr. Mehrling's office is at Mt. Royal Station, Baltimore.

For the little house dress in the picture, Mrs. Mehrling used a pretty combination of yellow and black plaid tissue gingham, with collar and cuffs of flaxon. The pockets are pointed and their tops also show the white flaxon.

"This dress was the simplest thing I ever made," said Mrs. Mehrling when we asked her to tell us about it. "And the nicest thing about it is that there are no buttons and bottonholes to be bothered with; no hooks and eyes, no snap fasteners, or anything. It just goes over your head. And it goes over the ironing board just as easily, making the laundering problem extremely simple."

The arm band is in two pieces, cut on the bias, as is the rest of the trimming.

Mrs. Mehrling found that in making the dress, not all of the material called for is needed, unless the skirt is to be made extremely full. If you intend making only

two widths, you may count on having a yard less of the material than the pattern requires; three widths, as is shown in the pattern itself, will take the amount given, although a satisfactory dress may be made with two widths. A little sash of flaxon or organdy will complete the costume for a little frock for the lawn on a summer afternoon.

The pattern is cut in 7 sizes: 34 to 46 inches bust measure, inclusive. A 38-inch size requires  $5\frac{3}{8}$  yards of 32-inch material, for the full skirt.

This dress might be developed attractively in cretonne. This with a large hat of the same material would make a fetching costume for the garden.

Order this pattern by number and size, using the coupon provided, or a separate sheet of paper. Price of pattern, 12 cents in stamps.

#### Some Sight

Teacher: "You dirty boy, you. Why don't you wash your face? I can see what you had for breakfast this morning."

Bob: "What was it?"

Teacher: "Eggs."

Bob: "Wrong. That was yesterday."

—Partners



#### A PRETTY HOUSE DRESS

This attractive little house dress was developed from Pattern 4066 by Mrs. A. L. Mehrling, Baltimore, Md. To get this pattern address: The Fashion Woman, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md. Use coupon or write letter, giving size, and enclose 12 cents in stamps



# Every Woman Will Want to Make Some of These Lovely Dresses

By Peggy

I WAS anxiously waiting a letter from our Fashion Woman yesterday. The door opened slowly. I was sure that it was the letter man, so I didn't look up from my work right away.



4316

"Good Morning!"

At this hearty greeting I fairly jumped from my chair to greet one of our Baltimore and Ohio women who had just entered.

"I just dropped in," she said, "to ask you to order for me four patterns and a Spring and Summer Fashion Book. I have already used several of your patterns this year, and do you know I think they're—why, they're just simply grand."



4320

(Because of the increase in our number of pattern orders I was wondering if it was because of the low price of 12 cents each.)

"You mean that they're fine for the money?" I asked her.

"Wonderful," she declared. "But not only that. Of course, the price means something, too, but the nice thing about them is that they're so simply and easily put together. You know, I never did any of my own sewing before, so you may be sure that I am pleased to know that I have found patterns at last that I can handle without any trouble at all."



4303



4322

too, that will be shown in the MAGAZINE from time to time. One of these we hope to feature in our May issue.

Especially attractive are the patterns which our Fashion Woman has sent us for the late spring and early summer. Let me tell you about some of them:



4082

"I told my daughter-in-law about them, so she asked me to order these four and the fashion book for her."

So, that's the secret of our patterns. We are so glad that we have something that combines style with simplicity. And, as another of our women said, "why pay a bigger price for a pattern that does not meet your needs as well?"

Those who have used the patterns shown in the MAGAZINE agree with Mrs. Kimball, who told us that the patterns were "just grand." This is a great satisfaction to us, for our Fashion Woman, who lives in New York, has prepared these patterns to suit the needs of our railroad women. And, by the way, there are a few fashions for men,



**A Blouse Costume for the Girl in Her "Teens"**

4322. One of the season's most popular styles is here portrayed. It is a model that will be good for sports materials, for wash fabrics and for combinations of materials. As shown in this illustration white serge was used, with facing of black sateen. One could have the skirt in striped or checked woolen



**Sweet and Cool is Marjorie in This Party Dress**

4316. White lawn is here combined with dotted Swiss. This is a good model for chambray—and gingham, also for silk and crepe. The model slips over the head. For a pretty party dress, use mull, organdy or net.

The pattern is cut in 4 sizes: 1, 2, 4 and 5 years. A 2-year size requires 1 3/4 yard of 32-inch material. To trim as illustrated requires 5/8 yard of contrasting material 40 inches wide. Price, 12 cents in stamps.

**A Charming Frock for Rosamond**

4320. Embroidered voile, was chosen for this design, with bands of lace for trimming. This is a good style for "tissue" materials, for silk, dotted or plain Swiss, and crepe. The bertha may be omitted.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size requires 4 1/2 yards of 36-inch material. Without the bertha 3 3/8 yards is required. Price, 12 cents in stamps.

**In Taffeta, Satin, Serge or Linen**

4303. The vest portions are crossed in double breasted style. The collar may be rolled high, or turned low.

The pattern is cut in 3 sizes: 16, 18 and 20 years. An 18-year size requires 5 1/4 yards of 40-inch material. The width at the foot is 2 3/4 yards, with plaits extended. Price, 12 cents in stamps.



and the blouse in linen or plain woolen material.

The pattern is cut in 3 sizes: 12, 14, and 16 years. A 14-year size requires 2 3/4 yards of 36-inch material for the blouse, and 3 1/2 for the skirt. Price, 12 cents in stamps.

**For the Woman of Mature Figure**

4082. Fashion has planned this style for grace and comfort. Striped and plain

**PATTERN ORDER BLANK**

The Fashion Woman  
Baltimore and Oh'o Magazine  
Mt. Royal Station  
Baltimore, Maryland

Please send to the following address the patterns listed below. I enclose 12 cents (stamps, check or money order) for each pattern or book of Fashions.

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_  
Pattern No. \_\_\_\_\_ Size \_\_\_\_\_  
Pattern No. \_\_\_\_\_ Size \_\_\_\_\_  
Pattern No. \_\_\_\_\_ Size \_\_\_\_\_  
Pattern No. \_\_\_\_\_ Size \_\_\_\_\_

**UP-TO-DATE BOOK OF FASHIONS**

Send 12c in stamps, check, or money order for our UP-TO-DATE BOOK OF FASHIONS.

ratine are here combined. This is also a good model for tub silk, taffeta and crepe.

The pattern is cut in seven sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. To make the dress for a 38 inch size will require 6 yards of one material 32-inches wide. As illustrated, it will take 2 1/2 yards of plain material for sleeves and front, and 3 3/4 yards of striped material. The width of the skirt at the foot is 2 1/4 yards, with plaits extended.

Pattern mailed to any address on receipt of 12 cents in silver or stamps.





**An Attractive Business and Street Costume**

4304. Figured and plainsilk are combined in this design. One could use wool jersey or serge, with satin or crepe. Braid trimming or self bands will be pleasing for decoration.

The pattern is cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires  $5\frac{1}{4}$  yards of 40-inch material. For collar, cuffs, belt and vest of contrasting material  $1\frac{1}{8}$  yard 40 inches wide is required. The width of the skirt at the foot is  $2\frac{1}{2}$  yards. Price, 12 cents in stamps.

**A Pretty, Practical Apron and Dust Cap**

4306. Rubberized cretonne, gingham, jean, drill and percale are good for this style.

The pattern is cut in 4 sizes: Small, Medium, Large and Extra Large. A Medium size requires  $2\frac{1}{2}$  yards of 36-inch material, for the Apron. For the Cap,  $\frac{3}{4}$  yard is required. Price, 12 cents in stamps.

**Neatness, Comfort and Style in Janet's New Apron**

4308. This style should appeal especially to women of mature figure. The apron may be finished to close at the shoulders, or sides or to be slipped over the head. It is easy to make and easy to launder. The style is good for percale or gingham, also for other apron fabrics.

The pattern is cut in 4 sizes: Small, 34-36; Medium 38-40; Large 42-44; Extra Large, 46-48 inches bust measure. A medium size requires  $3\frac{1}{2}$  yards of 36-inch material. Price, 12 cents in stamps.

**Marie Sets the Table in This Pretty Morning Frock**

4302. Blue or black sateen with white dots, and with trimming of white linene, would be pleasing for this style. It is also nice for percale and gingham. Or, leave off the pockets and make a pretty summer dress of lawn or organdy, with a saucy little sash.

The pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 5 yards of 40 inch material. To trim as illustrated will require  $\frac{7}{8}$  yard of 32 inch material. The width at the foot is  $2\frac{1}{2}$  yards. Price, 12 cents in stamps.

**Louise is Dressed to Receive Her Afternoon Callers**

4311-4265. Printed crepe satin was chosen for this model, with plain satin for collar, vest and the reversed portions on sleeves. The girdle too could be of the plain material. This style is nice also for voile and gingham tissues, for kasha and crepe de chine.

It comprises Blouse Pattern, 4311, and Skirt Pattern, 4265. The blouse is cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. The skirt in 7 sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure. The width at the foot is 3 yards. To make this dress for a 38-inch size will require  $4\frac{3}{4}$  yards of 40-inch figured material. For trimming as illustrated  $\frac{1}{2}$  yard of plain material is required. The blouse and skirt are separate patterns; the price, 12 cents for each pattern.

**The Nicest Kind of a School Dress for Dorothy**

4321. Red and white checked gingham with red and black banding would be attractive for this style, which also is nice for percale, jersey and serge. The closing is under the plait fullness at the left side. The sleeve may be finished in wrist or elbow length.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size requires 4 yards of 36-inch material. Price, 12 cents.

**The Bertha Will Make This a Pretty Party Dress for Anne**

4255. This is one of the season's most popular styles. The bertha is its outstanding feature. It will make a pretty "party" or "dance" frock, and is equally nice for afternoon wear, with the new bell sleeve.

The pattern is cut in 3 sizes: 12, 14 and 16 years. A 14-year size requires 4 yards of 36-inch material if made with sleeves. Without sleeves about  $3\frac{7}{8}$  yards is required. Price, 12 cents in stamps.

**Simplicity and Good Taste Mark Edith's Sports Frock**

4305. Here is a model that has attractive features, and is withal comfortable. Figured and plain crepe, or the same combination in voile or foulard, or linen and gingham could be used for this style.

The pattern is cut in 3 sizes: 16, 18 and 20 years. To make this style for an 18-year size will require  $4\frac{3}{4}$  yards of 32-inch material. The width at the foot is  $2\frac{1}{4}$  yards. To make the waist and sleeves of contrasting material requires  $2\frac{1}{8}$  yards of 32 inches wide. Price, 12 cents in stamps.

**Wearing This Dress, Mazie is a Daisy Herself**

4323. Figured percale and linene may be combined for this model, or voile or batiste, embroidered as illustrated. The style is nice also for taffeta and crepe. The waist may be finished with the short sleeves, or the puff in peasant style be added, as shown in the smaller view.

The pattern is cut in 4 sizes: 4, 6, 8 and 10 years. To make this dress for a 4-year size requires 2 yards of 36-inch material. Price, 12 cents in stamps.

**A Lovely Play Dress for Little Genevieve**

4315. Checker percale was used for this model, with chambray for trimming. This style also lends itself well to gingham, cretonne, crash and linen. In pongee with cross—or pass-stitching it will make a serviceable, washable dress.

The pattern is cut in 4 sizes: 2, 4, 6 and 8 years. A 6-year size requires 3 yards of 32-inch material. If collar, bands and facings are to be of contrasting material,  $\frac{3}{8}$  yard is required. Price, 12 cents in stamps.

**How Becoming is This Dress When Mother or Big Sister Wears it!**

4300. Serge with soutache braiding could

be used for this design. The style is also good for satin, kasha and taffeta, as well as for combinations of plain and figured materials.

The pattern is cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires  $5\frac{1}{4}$  yards of 40-inch material. The width at the foot with plaits extended is  $2\frac{3}{8}$  yards. For panel, collar and cuffs of contrasting material 2 yards 40 inches wide is required. Price, 12 cents in stamps.

**Ready to Say Good Night, Beatrice Wears This Little Gown**

4325. Two practical styles are here combined. The gown may be of flannellette muslin, crepe or cambric. The socks of eiderdown or flannellette, blanket cloth or quilted satin.

The pattern is cut in 7 sizes: 1 year, 2, 4, 6, 8, 10 and 12 years. A 6-year size requires  $2\frac{7}{8}$  yards of 36-inch material. One pair of socks require  $\frac{5}{8}$  yard of material 22 inches wide or wider. Price, 12 cents in stamps.

**For Work or for Leisure Hours, Edna Likes This Pattern**

4081. Long waisted effects still prevail, as this style shows. It is nice for tub silk, gingham, voile and also for taffeta, gabardine and crepe. Blue and white checked gingham is here portrayed with bandings of blue chambray and organdy for collar and cuffs. The sleeve in wrist length is fitted with a dart.

The pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires  $5\frac{3}{4}$  yards of 32-inch material. The width at the foot is  $2\frac{5}{8}$  yards with plaits extended. Collar and cuffs of contrasting material require  $\frac{3}{4}$  yard 32 inches wide. Price, 12 cents in stamps.

**Have You Seen the Fashion Book?**

Send twelve cents in stamps for our SPRING AND SUMMER 1923 BOOK OF FASHIONS, showing color plates, and containing 500 designs of Women's, Misses' and Children's Patterns, a CONCISE and COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker. Use the coupon or a separate piece of paper. Be sure to give names and addresses clearly.

**Springtime**

By Margaret Andersen, Relay, Md.

Daughter of B. H. Andersen, Chief Clerk to Chief of Yard and Terminal Operations

Springtime is here,  
Full of good cheer,  
We greet her with a smile;  
We love her best  
Of all the rest,  
But she only stays a while.



# Our Little Railroaders

Here are letters from Myra and Sarah,  
And a story of Rover and Jane;  
Drawings by Don and Winona  
And Anna; Liz'beth and Lorraine.



Evelyn, Juniata and Henry,  
And Elsie and Mildred are here,  
And Margaret's poem of Springtime—  
To bring to us gladness and cheer.

## Easter Lillies

By Myra Gill, Twelve Years Old (Whose Daddy Works in the  
Freight Claim Department, Baltimore, Md.)

On Easter morn the sun shines bright  
O'er a garden of lilies white,  
That nod their heads in the breeze, and  
sway,  
And greet the world this blessed day.

Of their loving mistress the lilies think,  
While of the morning dew they drink.  
'Twas long since she last came to them,  
To caress each flower, so like a gem.

The sky o'erhead of deep, deep blue,  
Surrounds a ball of golden hue,  
While from the bird's throat pours a stream,  
And Nature seems a lovely dream.

A click of the gate; in the garden stands  
The kitchen maid, a knife in her hands.  
Oh, what has brought her here, we pray?  
Shall the lilies perish on Easter Day?

Has Fate a cruel trick now played?  
And why and where has the mistress stayed?  
The keen edge of the blade cuts through,  
And to the garden these flowers bid adieu.

Into the house they are taken with care,  
Through the hallway, then up the stair.  
Low sobs escape from a chamber door,  
As a sorrowful mother kneels on the floor.

"Oh God, who made this beautiful sphere,  
Wouldst thou shed some of thy mercy  
here?"

And as the hours drag slowly by  
"O, let not thy beloved daughter die!"

The lilies look on with sorrow, Oh me!  
Do they understand what they hear and see?  
I truly believe that these blossoms do  
For they bowed their heads, shed tears of dew.

To Heaven the young girl's soul doth rise,  
She moves her lips in a word of praise,  
Of the loving Father who watches all  
E'en when in life's dark paths we fall.

To Heaven God an angel gave  
On earth there lies a new made grave,  
Wherein the body of the sweet girl lies  
And the lilies thereon look up to the skies.

Sparrow, who wished an answer from both.  
"Perfectly splendid," declared Mr.  
Robin.

"Do you remember that worm you took  
from me last year, Mr. Bluebird?" asked  
Mr. Sparrow, who was itching for a tuss.

"What worm?" asked Mr. Bluebird in  
innocent surprise.

"He only wants to fuss!" snapped back  
Mr. Robin.

"That fat juicy worm that you snatched  
away from me," answered Mr. Sparrow,  
not paying a bit of attention to Mr. Robin.

"Peace, Peace!" and looking away from  
my friends I saw Mr. Dove flying toward  
where my friends were seated.

"Why do you say 'Peace'?" asked Mr.  
Sparrow, who was provoked because his  
conversation had been interrupted.

"Because it is my motto," was the  
answer.

And at this Mr. Robin and Mr. Bluebird  
trilled a song which told me of how God  
had protected them when they were away.

It was nearly dusk when I left the  
window, but I will never forget that lovely  
afternoon.

## Returning Friends

By Sarah Pennington, Daughter of Crossing Watchman P. M.  
Pennington, Cumberland, Maryland

IT was in the afternoon of early spring.  
I sat by my open window, dreaming  
of the past, present and future.  
Spring had come and old winter was  
retiring. As I permitted my thoughts to  
wander at random, I suddenly came to the  
realization that I was drifting away on  
the sweet notes of my dear old friends, Mr.  
Robin and Mr. Bluebird. How glad I was  
to see them. "Back again from the south!"  
exclaimed Mr. Robin.

"Yes" answered Mr. Bluebird, who look-  
ed as picturesque as ever.

"Over yonder in that big apple tree is  
where we had our nests last year," said  
Mr. Robin, viewing the place.

"Sad to say our nest was almost destroyed  
by some naughty boys. But God is good

and when he saw us helpless little birds he  
saved us. Among those boys was one who  
was lame; he also loved us and pleaded  
for our lives. Every one is kind to an  
afflicted person, or should be, and the boys  
obeyed the lame one and thus we were  
saved."

"Mercy," exclaimed Mr. Robin, "here  
comes Mr. Sparrow with whom I got into a  
fight last year."

"What?" questioned Mr. Bluebird as  
he awoke from his day dream.

"How did you find the South?" asked  
Mr. Sparrow.

"Wonderful," answered Mr. Bluebird  
who had been tight to answer when  
spoken to.

"And you Mr. Robin?" continued Mr.



Emma Melaney, daughter of Foreman J. A.  
Melaney, Foxburg, Pa., and her dog, Prince





MY, what a lovely surprise it is to have so many of our little people answering the puzzles! And nearly everybody gets the correct answers. We are so glad too, because there are lots of little folk who have never written to the Magazine's Children's Page before but who are now interested in the riddles. The answers to the March puzzle are: *Hannah, Anna, Ann*. I thought that one would be hard, but lots of little people seemed to find it easy. Now, here is a new one. Guess this one and Aunt Mary will send a little surprise to each one who answers correctly.

In each line following, you will find one hidden letter in the given word. Put all these letters in the order in which they are found, and you will spell the name that is given to all the girls and boys who have written to Aunt Mary, as well as of those who will write to her. The name is made up of three different words.

My first is in *owl*, but not in *hen*;  
 My second is in *four*, but not in *ten*;  
 My third is in *rain*, but not in *snow*;  
 My fourth is found in *hail*, and *blow*;  
 My fifth is in *pie*, but not in *cake*;  
 My sixth is in *stew*, but not in *bake*;  
 My seventh is in *trunk*, but not in *box*;  
 My eighth is in *lamb*, but not in *fox*.  
 My ninth is found in *read* and *write*;  
 My tenth is in *bark*, but never in *bite*;  
 My eleventh is in *play*, but not in *work*;  
 My twelfth in *Irishman*, not in *Turk*;  
 My thirteenth is found in *laugh* and *glee*;  
 My fourteenth in *grass* as well as in *tree*;  
 My fifteenth in *top* and *cover* too;  
 My sixteenth in *black*, but not in *blue*.  
 My seventeenth, as you'll agree,  
 Is found in *bread*, but not in *tea*;  
 My eighteenth and nineteenth, I am told,  
 Though both are in *silver*, neither is in *gold*.

Send your answers to: Aunt Mary, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Maryland.

### Barbara

THIS nice dollie with her new Sunday clothes came all the way from Chicago to Baltimore in a big envelope. Evelyn James sent her and when Aunt Mary opened the envelope she could hardly believe her eyes. There lay the doll, Barbara, all dressed in a green dress and a yellow hat, both of which were trimmed

in purple. Aunt Mary thought that Barbara was such a nice doll that perhaps some other little girl might want to have her. So she lay Barbara, her dress, and her hat on a piece of carbon paper and "took her picture" for you to see, and to cut out, if you like. Thank you, Evelyn.

### My Home Town is a Beautiful Place

By Juanita Hastings

Seven Year Old Daughter of  
 Conductor Hastings, Pittsburgh Division

I AM six years old. My daddy is a Baltimore and Ohio conductor on the Pittsburgh Division. I live close to the Railroad in the little mountain town of South Connellsville, Pa. It is a beautiful place.

We have several things in our town. One thing is a stone house, over 100 years old. It is the old Braddock House. The Baltimore and Ohio owns it.

Our town is in the heart of the coke region of the world. My daddy has been with the Baltimore and Ohio for ten years.

My grandparents live near Baltimore. I go home every summer where the large watermelons grow.

### My Pony

By Elsie Elizabeth Glanzer, Jessup, Md.

I have a little pony  
 And I have named her "Beauty,"  
 In everything that Beauty does  
 She tries to do her duty.

I hitched her to the plow one day  
 And she behaved just fine,  
 I thought that she would run away,  
 But she was very kind.

Dear Girls and Boys:—

Tell Mamma to read in the January Magazine about our Women's Contest for 1923.

We're going to have another contest for our girls and boys before long. What kind of a contest do you think we ought to have?

Yours lovingly,

Aunt Mary







**BARNEY GOOGLE, MUTT AND JEFF, JIGGS AND CEDRIC, ALL GOING TO THE MOVIES**  
 Barney and Jiggs were drawn by Winona Duff, 11 years old, Belpre, Ohio; Mutt and Jeff, by Donald Karl, 14 year old son of Conductor Karl, Dover, Ohio; Pa's Son-in-law by Elizabeth Zachiesche, Rognel Heights, Maryland

**Rover and Jane**

By Lena Hoppe

Baltimore, Maryland  
 February 11, 1923

Dear Aunt Mary:

I am going to give you a story of my own make-up, which is called "Rover and Jane." I am sorry that I could not make one up before now.

My little brother, aged nine, is going to give you a story, too. Soon both of us will send you another story.

I hope I succeeded in having this one put in the MAGAZINE.

Yours sincerely,  
 Lena Hoppe

**THE STORY**

There was once a dog named Rover. He belonged to a little girl whose name was Jane.

Jane was a little girl, about five years old. Rover and Jane played together in the garden nearly every day, except Saturday, when Jane took her lunch and went to the park with the nurse. Of course, Rover always went along with them, too.

Now, there was a small lake in this park. One day Jane was playing nearby while the nurse was reading. The little girl felt like running about, so she crept away very softly. Rover followed her. She went so far that she came right down to the lake. She took her socks and slippers off and started to wade in the water.

Jane thought that the lake was only a small pond. She waded out very far in the lake, so far that the water got deeper before she knew it.

Rover dashed out into the water and took hold of her. He dragged her out of the water on to the ground.

In the meantime the nurse was looking all over the park for Jane. When she came to the lake she thought that Jane might have been drowned. Oh, how frightened she was!

While she was worrying about Jane she looked over in the bushes and there was

the little girl lying on the ground and Rover watching her.



**SPRING IN THE COUNTRY**  
 The Tulips were drawn by Mildred Luh, Baltimore, Md.; the Pussy Willows, by Evelyn Luh, Mildred's sister; the background by Lorraine Tharp, West Newton, Pa.

The nurse took her home and tended her while she was sick (for being in the cold water had made Jane very ill).



**ON THE FARM**

Little Mary was drawn by Anna L. Hay, Baltimore, Md. Her sheep was drawn by Lorraine Tharp, 11 year old daughter of Car Inspector J. W. Tharp, West Newton, Pa.

After that Jane never ran away from her nurse again. She always played with Rover near her home.

**Hans and His Horse**

By Henry Hoppe, Nine Years Old  
 Baltimore, Md.

ONE day a miller had a son. He did not want to give his son the mill, because he was too small. He wanted his son to get a magic horse-shoe which would break in half if he tried to break it with his hands. The boy started on his journey. He went on and on until he met a dove which said, "Look in your pocket." When the boy looked in his pocket, he saw a magic horse shoe. He broke it in half with his naked hands and said that was just what he wanted. He went further on his way until he met a fox who said, "Look in your purse." When he did so he found three horse shoes. He broke one in half and said that he wanted the other two because he had broken one. When he got home he gave his father the horse shoes. Later he was married and his father gave him the mill from which he made a fortune.

One night while the son was grinding the mill, he saw a wooden horse. He mounted the horse and it took him to the barn. When he put the magic shoes on the wooden horse, it galloped away with him on it. He picked his wife up and went away with her to another city. They were made King and Queen because the people loved them and they had so much money and a magic horse.

**Little Mary**

By James Moore, Pittsburgh, Pa.

In a meadow of green  
 Mary was walking,  
 Her dress  
 Was neat and clean.  
 She was watching the sheep  
 And the lambs at play,  
 In the meadow of green.



### Realm of the Riddle

(Concluded from page 23.)

#### TOTAL

In my garden fair,  
Among blossoms there,  
I see these through the hazy night;  
Their whiteness glowing,  
Like daisies showing,  
As tall as I—a won'drous sight.  
Baltimore, Md.

Atlas

To receive proper credit all lists of solutions must be in my hand by June 5, the answers and solvers list will be published in the July issue.

#### Just between You and Me

It is with deep regret I have to announce the death of Todd, which occurred at his home, Mulkeytown, Ill., February 3. To judge from letters I had received from him and from his work as published in this and other puzzle columns no one could imagine such a bright and cheerful writer had been an invalid practically all his life. Todd, whose name in everyday life was C. T. Plumlee, had just about reached his majority and gave promise of developing into a puzzler of the very highest rank, which makes his untimely death the more regrettable.

In No. 10 of this issue we publish our first Rebus. A Rebus is described in the "Key to Puzzledom" as follows: A puzzle in which a word, phrase, or sentence is rendered by a peculiar arrangement of letters, numerals, etc., often with pictures

of objects whose names have the same sounds as the words represented. As an illustration take the following:

C L  
Blossoms

This is a letter Rebus similar to No. 10 and the answer is, Clover Blossoms, worked out as follows: C L over BLOSSOMS. The Rebus is a very interesting puzzle and I think you will derive a great deal of pleasure trying to solve this one.

Atlas, always clever at rhyme, sends the following unique answer to No. 3 in the January issue:

O, I am only a still cow,  
But at "mooing" I'm a beaut  
Preferring fresh grass to mill chow,  
With now and then a nice root.  
I see a monster come down the trail  
Spouting up cinders and soot,  
But I only swish my lovely tail—  
LO, I WELCOME HIS TOOT.  
He raises a ruction as by he goes  
And I keep on "cudding" and mute,

No. 9 in this issue is the work of the lamented Todd. Fortunately we have some other samples which he sent us only a short while before his end and which will be published in coming numbers. This is the first break in our ranks and may it be the last for a long time to come.

The 79th convention of the National Puzzlers League was held at the Southern Hotel, Baltimore, Maryland, February 22, 1923. N. Jineer represented the Baltimore and Ohio contingent and an able representative she proved herself to be. Many of the veterans present took occasion to compliment her on her fine work published in the Baltimore and Ohio MAGAZINE and all predicted a bright future for her in puzzledom. The convention was otherwise very successful and officers were elected for the ensuing six months as shown on this page.

The next convention will be held at Pittsburgh, Pa., on Labor Day when it is hoped more Baltimore and Ohio Puzzlers will be in attendance.

Name	Pen Name	Office	Address
M. L. Michell	Molemi	President	2911 Dodier St., St. Louis, Mo.
L. D. Reese	Le Dare	1st Vice-Pres.	P. O. Box 244, Pittsburgh, Pa.
Mrs. Mary E. Burrell	Happy Thought	2nd Vice-Pres.	709 St. Paul St., Balto., Md.
Lewis Trent	C. Saw	Secretary	1391 Jesup Ave., New York City
W. W. Delaney	Willie Wildwave	Treasurer	395 Stratford Rd., Brooklyn, N. Y.
R. T. Strohm	Arty Ess	Editor	1719 Mulberry St., Scranton, Pa.

As open the valve to steam he throws  
The thing WHICH LET SOME  
VILE TOOT.

And you say you lost control of your car?  
Yes, I couldn't keep up the installments.  
—Judge.



PRIDE OF OUR NEW YORK FLEET

The new ferryboat named for our operating vice president, "Charles W. Galloway," plies between Tottenville, S. I. and Perth Amboy, N. J. In the insert the members of the crew are, from left to right: Louis Walters, deckhand; John Deon, deckhand; Raymond Ellis, captain; Sal. Provonzana, deckhand; John McDonald, engineer; Thos. McKeon Jr., fireman



# Baltimore and Ohio Scholarship Winners

## *Extraordinary Production and Profit Demonstrated by Boy and Girl "Farmers"*

By O. K. Quivey, General Agricultural Agent, Commercial Development Department

THE Baltimore and Ohio Railroad last year offered fifteen scholarships, two in each State it traverses, to the boy and girl doing the most outstanding Agricultural Club work.

This was quite an unusual thing for a railroad to do, but it was done in the sincere belief that the future welfare of a country depends upon the kind of training given its boys and girls, and that the Agricultural Clubs offered the best training for citizenship, for economic efficiency, and a higher plane of social and moral living to country boys and girls.

These scholarships were for \$100 each, and gave the winners the alternative of using the money for scholarship purposes at their respective state universities or in defraying the expenses of an educational trip, the Eastern winners going in December to the International Live Stock Show at Chicago, and the Western winners to Washington, D. C., the national capitol, during Easter Week.

Of the fifteen scholarship winners, four elected the educational trip and eleven elected to attend their State University. The following are the winners, together with the kind of Club project on which they were awarded the scholarship, and how each winner elected to use the same:

Miss Opal Speck, Pleasant Plains, Illinois, won one of the \$100 scholarships on her Canning Club project, having canned the state champion exhibit for two years, with a record for 1922 of 234 jars of fruit, vegetables, jams, jellies, marmalade, etc. She elected the educational trip to Washington, the national capitol.

Roy Eidman, Mascoutah, Illinois, was awarded the scholarship on his Pig Club project, showing total receipts of \$355.00, with a net profit of \$146.33 for the year, and elected to use the scholarship to defray the expenses of the Winter Short Course at the University of Illinois.

Miss Grace White, Fairfield, Illinois, won the \$100 scholarship for the most outstanding work done in the Baltimore and Ohio's 1922 Egg Setting Campaign in that state, her fine flock of White Rocks having been hatched and raised from egg settings furnished by the Baltimore and Ohio. Miss White elected the trip to Washington during Easter Week.

Mr. John Shutt, Garrett, Indiana, was awarded a \$100 scholarship on his Potato Club project, he having been awarded first place at the State Potato Show at Lafayette in January, thus becoming Champion Potato Club member in the State, with a yield of 227.6 bushels per acre. Mr. Shutt

elected the educational trip to Washington.

Mr. Clarence Libbert, Aurora, Indiana, was awarded one of the Baltimore and Ohio scholarships on his Poultry project. In addition to the regular egg production and pullet development part of the project, Mr. Libbert caponized 330 cockerels, which were later purchased by the Baltimore and Ohio Railroad for use on its diners. Mr. Libbert will apply his scholarship on a four year course in agriculture at Purdue University, which he expects to enter next Fall.

Miss Katherine Baker, Edgemont, Maryland, won her scholarship on the Home-Garden project, specializing in fresh vegetables which were sold to summer visitors at Pen Mar and Blue Ridge Summit, and in this way started the fund for her education. In addition to this Miss Baker made all her own clothes and did the home canning. She will apply her scholarship to a four year course at the University of Maryland.

Mr. Norwood C. Thornton, Elkton, Maryland, won the \$100 scholarship on his Pig Club project, having a pure bred Poland China herd, on which he won prizes at the State Show at Timonium and several other fairs. He has been particularly successful as a breeder and has encouraged other boys to enter the game, giving one boy a pure bred pig to start with and offering another pig as a prize in a contest at West Nottingham. He selected the educational trip and attended the International Live Stock Show at Chicago last December.

Miss Ella Holmes, Wakeman, Huron County, Ohio, won her scholarship on the Canning Club project. Her record for 1922 was 1095 pints of vegetables, fruits and meats preserved. She will use the scholarship on a course at Ohio State University.

Mr. Howard Young, Everett, Summit County, Ohio, won the \$100 scholarship as the boy doing the most outstanding work in the Poultry Club project in his State, he having hatched 1204 chickens and raised 1018, averaging a profit of \$5.56 per hen. He will apply the scholarship toward a four-year course in agriculture at Ohio State University.

Miss Emaline Passmore, West Chester, Pennsylvania, won the \$100 scholarship in Poultry Club work, she being a member of the Brandywine \$1000 Poultry Club. Her record showed an average egg production of 182.8 eggs for the year, with an average profit per hen of \$5.80. Miss Passmore will apply her scholarship to a four year course at the Pennsylvania State College.

Mr. John Benson, Mahoningtown, Pennsylvania, was awarded one of the \$100

scholarships for his outstanding success in Pig Club work. He elected to use this scholarship to defray the expenses of the Winter Short Course at Pennsylvania State College in January.

Miss Kathryn Funkhouser, White Post, Virginia, won the \$100 scholarship on Beet Club work, having in final competition with 12 Club members at the Virginia State Fair scored a total of 95 out of a possible 100 on her Champion Shorthorn Baby Beef. She will use the scholarship toward defraying the expenses of a four year course at Virginia Polytechnic Institute.

Mr. Templeton Elliott, Lexington, Virginia, won the \$100 scholarship offered to boys for his outstanding success in Corn Club work, and has elected to apply the scholarship to a course at the Virginia Polytechnic Institute.

Miss Daisy Chapman, Webster Springs, West Virginia, won the \$100 scholarship offered to girls for her outstanding success in Sewing Club work, and has elected to apply the scholarship to a four year course at the University of West Virginia.

Mr. Herman Bowers, Alaska, W. Va. won the \$100 scholarship offered to boys for his work in Club Leadership, having organized and directed the Alaska Willing Workers Club of Mineral County. His was the most outstanding Potato Club record for the year. Mr. Bowers will apply his scholarship to a four year course at the University of West Virginia.

## The Lure of the Canadian Rockies

*Outline of Illustrated Lecture now being given by Dr. George Burbank Shattuck before our Chapters of Veterans*

Ottetail Valley; Three Sisters and Bow River; Black Canyon; A Wood Camp; Cathedral Peak; From Burgess Trail; Mt. Robson Glacier; Castle Rock; Fraser Canyon by Moonlight; Heart of Selkirks; Canadian Prairies; Reaping the Wheat; Cattle; Branding; Bow River; Kananaskie Falls; Calgary; Some Stony Indians; On to Banff; Banff the Beautiful; Sulphur Springs; Off on the Trail; Moraine Lake; Paradise Valley; Giant Step Falls; Mt. Temple; Lake Louise; Victoria Glacier; Glacier Climbing; The Bee Hive; Lake Agnes; Kicking Horse Lake; Mt. Stephen and Trilobites; Yoho Valley; Takakkaw Falls; Wapta Glacier; Twin Falls; Over Burgess Trail; Emerald Lake; Kicking Horse Canyon; The Chancellor; Police; Forest Fire; Snow Sheds and Avalanches; How Valleys are Eroded; Hell Gate; The Hudson Bay Company; Fort Garry and Winnipeg; Into the Selkirks; Sir Donald; The Great Glacier; Up the Asulkan; Mt. Robson; Mt. Assiniboine; The Lure of the Canadian Rockies.

NOTE: At the opening and closing of the lecture Dr. Shattuck quotes from the well known verses of Robert Service.





FARMER GIRLS AND BOYS WHO WON BALTIMORE AND OHIO SCHOLARSHIPS IN 1922. THE STRENGTH

1. Ella Holmes, Wakeman, Ohio, Huron County winner of Baltimore and Ohio 1922 scholarship in Ohio, welcoming members of the Food Club, which she now leads. Passmore, Chester County, Pa., winner of Baltimore and Ohio 1922 scholarship, and a member of the Brandywine Poultry Club. 5. Katherine Funkhouser, White

6. Roy Eidman, Mascoutah, Ill., winner of a 1922 Baltimore and Ohio scholarship. 7. John Shutt, Indiana Potato Club Champion. 8. Clarence Libbert, Aurora, Io. Howard Young, Everett, Ohio, Summit County winner of 1922 Baltimore and Ohio scholarship in Ohio. 11. Norwood C. Thornton, winner of 1922 Baltimore and the sweepstakes prize, a \$100 scholarship to the University of Illinois. 13. Herman Bowers, Alaska, West Virginia. 14. John Benson, 1922 Baltimore and Ohio scholars





THE CHARACTER SHOWN IN THE FACES OF THESE PRIZE-WINNERS, IS WORTHY OF SPECIAL NOTE  
1. Katherine Baker, Edgemont, Indiana. 2. Opal Speck, Sangamon County, Ill., winner of Baltimore and Ohio project at Illinois State Fair, 1922. 3. Emaline Pos Virginia, 15 years old, winner of 1922 Baltimore and Ohio scholarship for baby beef club work; picture shows Katherine with her prize beef at Virginia State Fair. 4. Indiana, and a prize capon from his flock which won for him the 1922 Baltimore and Ohio scholarship in Indiana. 5. Daisy Chapman, Kayford, West Virginia. 6. Ohio scholarship, Cecil County, Maryland. 7. Grace White, Fairfield, Ill., winner of first ribbon on best cockerel, Wayne County Show, this girl's pen of five won champion, Lawrence County, Pennsylvania. 8. Temple Elliot, 16 years old, Lexington, Virginia, winner of 1922 Baltimore and Ohio boy's scholarship for corn club work



# THE BALTIMORE AND OHIO RAILROAD COMPANY

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W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Assistant Engineer.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

### Statement of Pension Feature

Employees who were honorably retired during February, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	Department	DIVISION	YEARS OF SERVICE
Brown, John No. 2.....	Crew Dispatcher.....	Conducting Transportation...	Toledo.....	32
Gebel, Henry.....	Porter.....	Conducting Transportation...	B. & O. C. T.....	27
Hartupee, James D.....	Machinist Helper.....	Motive Power.....	Newark.....	40
Haslett, Martin L.....	Crossing Watchman.....	Conducting Transportation...	Newark.....	26
Hefley, Albert.....	Engineer.....	Conducting Transportation...	Newark.....	37
Kautz, John H.....	Car Inspector.....	Motive Power.....	Chicago.....	41
Lowry, John F.....	Crossing Watchman.....	Conducting Transportation...	B. & O. C. T.....	21
Mahoney, Augustus B.....	Pumper.....	Conducting Transportation...	Baltimore.....	41
Purdum, John M.....	Trackman.....	Maintenance of Way.....	Wheeling.....	31
Roby, Adam P.....	Engineer.....	Conducting Transportation...	Cumberland.....	39
Steel, James E.....	Engineer.....	Conducting Transportation...	Monongah.....	42
Steinbruner, Carl C.....	Machinist.....	Motive Power.....	Chicago.....	40
Wilson, William.....	Crossing Watchman.....	Conducting Transportation...	Toledo.....	52
Zeppell, Anton.....	Sweeper.....	Conducting Transportation...	Baltimore.....	36

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to December 31, 1922, amount to \$5,030,324.65.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Cain, Francis T.....	Trackman.....	Maintenance of Way.....	Baltimore.....	Feb. 12, 1923.....	29
Campbell, Edmund P.....	Baggagemaster.....	Conducting Transportation	Pittsburgh.....	Feb. 12, 1923.....	28
Chambers, Wm. A.....	Painter Foreman.....	Motive Power.....	Baltimore.....	Feb. 3, 1923.....	51
Cissell, John T.....	Machine Operator.....	Motive Power.....	St. Louis.....	Feb. 12, 1923.....	29
Connell, James.....	Crossing Watchman.....	Conducting Transportation	Toledo.....	Feb. 8, 1923.....	46
Fowler, S. F.....	Switch Tender.....	Conducting Transportation	Newark.....	Feb. 3, 1923.....	30
Herman, Louis F.....	Machine Hand.....	Motive Power.....	Akron.....	Feb. 20, 1923.....	24
Stevenson, Chas. T., Sr.....	Engineman.....	Conducting Transportation	Philadelphia.....	Feb. 6, 1923.....	25
Walter, Chas. F. M.....	Carpenter.....	Maintenance of Way.....	Baltimore.....	Feb. 9, 1923.....	29
Welsh, Thomas W.....	Trackman.....	Maintenance of Way.....	St. Louis.....	Feb. 26, 1923.....	33



# Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—  
Retreat from care that ever must be thine:  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease.*

OLIVER GOLDSMITH—"The Deserted Villiage"

## Anton Zeppell

Anton Zeppell, retired sweeper, Locust Point, Baltimore, Md., was born on May 23, 1842. He entered the service of the Baltimore and Ohio on September 3, 1886, at Locust Point, as truckman. On April 1, 1900, he began work as cooper, and worked in this capacity for 17 years. On November 1, 1917 he was made sweeper, holding this position until the time of his recent retirement.

## John Fuller Lowry

John Fuller Lowry was born at Carey, Ohio, on May 30, 1851. He began work with the Chicago Terminal as flue welder, M. P. Department, at East Chicago, on September 11, 1901. On February 1, he took the job of boilermaker's helper, later serving successively as flue welder, boiler-maker's helper and gateman.

Mr. Fuller was a conscientious employe, reliable and loyal. He says he was never called "on the carpet" during his long years of service.

## William W. Wilson

Retired Carpenter William W. Wilson,

Akron Division, was born on December 12' 1856. He entered the service of the Baltimore and Ohio on October 15, 1901 as carpenter, Mansfield, Ohio. In 1909 he was made carpenter foreman; in 1918 he was transferred to Cleveland; in 1921 he began work as a mason; in 1921 he went back to work as carpenter. Later during that same year, he became leading carpenter, then assistant carpenter foreman, at Akron. In 1922 he again served as carpenter and worked in this capacity until his recent retirement.

## J. Stiles Platte

Retired Car Inspector J. Stiles Platte, was born at Republic, Seneca County, Ohio, on January 9, 1858.

Mr. Platte says:

"About February 1, 1889, I moved with my family to Chicago Junction (now known as Willard), Ohio. My family consisted of my wife and two daughters. There I accepted a position with the Baltimore and Ohio as ear repairman, Newark Division. I worked then under the supervision of Car Foreman Tiffany and Master Mechanic "Tom" Taylor.

"Two years later I was transferred to the Chicago Division as ear inspector, working all junction points between Garrett and Willard. During the past 22 years I have been stationed at Tiffin, Ohio, as joint ear inspector for the Baltimore and Ohio, Pennsylvania, and Big Four Railroads."

Mr. Platte was placed on the retired list on March 13, 1923.

## Richard L. Vernon

Richard L. Vernon, who began work for the Baltimore and Ohio as water boy and ended as conductor, was born on a farm near Sonora, Ohio on November 3, 1856.

He attended the public schools of Sonora, and in 1870 had his first railroad experience as water boy. In 1871 he was transferred to a carpenter gang; in March, 1872 he was transferred to brakeman. The next year he was promoted to conductor. In 1884 and 1885 he became general yardmaster at Zanesville. Three years later he left the service of the Baltimore and Ohio.

In 1889 he returned in the capacity of freight brakeman, and in 1898 was promoted to conductor, Newark, Ohio.

In 1878 he was married to Miss Sarah Jane Walters, of Sonora, Ohio. He has two daughters.

## John B. Sparenburg

John B. Sparenburg, retired tallyman, Camden Station, was born in Richmond, Va., on December 1, 1857. He was brought to Baltimore at the age of one year. Here he has spent the greater part of his life. He

(Continued on page 45)



Left to right, upper: Henry Gebel, J. Stiles Platte, William W. Wilson, John B. Sparenburg, J. F. Lowry. Lower: John M. Purdum, Richard L. Vernon, Jacob Gasser, Anton Zeppell



STOP THAT LEAK!

STOP THAT LEAK!

STOP THAT LEAK!

# Accurate Weights Insure Correct Freight Charges

Gains to Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight, January, 1923

Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in the revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer.

<b>EASTERN LINES</b>		<b>EASTERN LINES—CON.</b>		<b>WESTERN LINES</b>	
<b>NEW YORK TERMINAL LINES</b>		<b>PITTSBURGH TERMINAL DIVISION</b>		<b>OHIO DIVISION</b>	
Pier No. 22, N. R., N. Y.....	\$18.71	Allegheny, Pa.....	\$91.62	Athens, Ohio.....	\$1.90
West 26th Street., N. Y.....	9.52	Etna, Pa.....	1.22	Blanchester, Ohio.....	1.42
<b>TOTAL.....</b>	<b>\$28.23</b>	Pittsburgh, Pa.....	236.86	Chillicothe, Ohio.....	3.42
		Miscellaneous.....	.31	Portsmouth, Ohio.....	3.47
		<b>TOTAL.....</b>	<b>\$330.01</b>	Washington C. H., Ohio.....	4.76
<b>BALTIMORE DIVISION</b>		<b>MONONGAH DIVISION</b>		<b>ST. LOUIS DIVISION</b>	
Brunswick, Md.....	\$5.03	Belington, W. Va.....	\$20.35	Aurora, Ind.....	\$2.30
Brunswick Transfer, Md.....	782.04	Clarksburg, W. Va.....	101.20	East St. Louis, Ill.....	235.59
Frederick, Md.....	4.71	Ellenboro, W. Va.....	3.11	Lawrenceville, Ill.....	7.93
Georgetown, D. C.....	7.46	Fairmont, W. Va.....	32.39	Louisville, Ky.....	95.54
Langdon, D. C.....	1.13	Grafton, W. Va.....	11.02	North Vernon, Ind.....	8.09
Laurel, Md.....	1.33	Jane Lew, W. Va.....	2.63	Seymour, Ind.....	22.50
Middletown, Va.....	1.71	Lost Creek, W. Va.....	50.47	Vincennes, Ind.....	17.76
Mt. Airy, Md.....	3.01	Moatsville, W. Va.....	5.78	Miscellaneous.....	1.60
Rockville, Md.....	2.49	Philippi, W. Va.....	6.95	<b>TOTAL.....</b>	<b>\$390.41</b>
Staunton, Va.....	4.93	Simpson, W. Va.....	1.34	<b>CINCINNATI TERMINAL DIVISION</b>	
Uniontown, D. C.....	2.53	West Union, W. Va.....	5.93	Brighton, Ohio.....	\$49.95
Washington, D. C.....	37.48	Wilsonburg, W. Va.....	12.68	Kenyon Avenue, Ohio.....	168.67
Washington, Del.....	11.07	Worthington, W. Va.....	1.19	Norwood, Ohio.....	1.01
Miscellaneous.....	2.44	Miscellaneous.....	2.37	Smith Street, Ohio.....	114.58
<b>TOTAL.....</b>	<b>\$866.46</b>	<b>TOTAL.....</b>	<b>\$256.51</b>	<b>TOTAL.....</b>	<b>\$334.21</b>
<b>BALTIMORE TERMINAL DIVISION</b>		<b>CHARLESTON DIVISION</b>		<b>TOLEDO DIVISION</b>	
Camden Station, Md.....	\$81.46	Adrian, W. Va.....	\$1.90	Dayton, Ohio.....	\$93.89
		Allingdale, W. Va.....	7.20	Hamilton, Ohio.....	8.22
<b>CUMBERLAND DIVISION</b>		Buckhannon, W. Va.....	12.00	Lima, Ohio.....	32.43
Cumberland, Md.....	\$204.79	Clendennin, W. Va.....	5.51	Toledo, Ohio.....	82.62
Harpers Ferry, W. Va.....	3.06	Cowen, W. Va.....	2.38	Troy, Ohio.....	2.62
Keyser, W. Va.....	1.97	Elkins, W. Va.....	10.82	Miscellaneous.....	.70
Martinsburg, W. Va.....	9.25	Gassaway, W. Va.....	6.25	<b>TOTAL.....</b>	<b>\$220.48</b>
Moorefield, W. Va.....	11.95	Heaters, W. Va.....	3.16	<b>AKRON DIVISION</b>	
M. & K. Junction, W. Va.....	3.65	Strange Creek, W. Va.....	2.37	Akron, Ohio.....	\$41.84
Piedmont, W. Va.....	10.70	Sutton, W. Va.....	12.44	Barberton, Ohio.....	3.67
Ridney, W. Va.....	8.53	Weston, W. Va.....	22.96	Canton, Ohio.....	41.75
Miscellaneous.....	2.15	West Sutton, W. Va.....	2.02	Cleveland, Ohio.....	207.12
<b>TOTAL.....</b>	<b>256.05</b>	Miscellaneous.....	1.43	Dover, Ohio.....	2.56
		<b>TOTAL.....</b>	<b>\$90.44</b>	Elyria, Ohio.....	52.37
<b>CONNELLSVILLE DIVISION</b>		<b>WHEELING DIVISION</b>		Lorain, Ohio.....	5.28
Boswell, Pa.....	\$8.39	Bellaire, Ohio.....	\$12.71	Massillon, Ohio.....	1.17
Cheat Haven, Pa.....	4.59	Belleville, W. Va.....	3.72	New Castle, Pa.....	63.84
Confluence, Pa.....	3.21	Cameron, W. Va.....	1.01	New Philadelphia, Ohio.....	17.90
Connellsville, Pa.....	15.10	Hundred, W. Va.....	2.46	Painesville, Ohio.....	1.06
Holsopple, Pa.....	50.22	Huntington, W. Va.....	49.89	Youngstown, Ohio.....	56.20
Hyndman, Pa.....	1.00	Jacksonburg, W. Va.....	4.52	Miscellaneous.....	.90
Montana, W. Va.....	12.13	Littleton, W. Va.....	5.11	<b>TOTAL.....</b>	<b>\$495.66</b>
Morgantown, W. Va.....	9.50	Moundsville, W. Va.....	24.23	<b>NEWARK DIVISION</b>	
Mt. Pleasant, Pa.....	1.42	New Martinsville, W. Va.....	8.73	Columbus, Ohio.....	\$325.04
Rockwood, Pa.....	1.97	Parkersburg, W. Va.....	190.72	Newark, Ohio.....	63.11
Smithfield, Pa.....	1.97	Ravenswood, W. Va.....	12.21	Miscellaneous.....	.86
Somerfield, Pa.....	5.61	Sistersville, W. Va.....	7.40	<b>TOTAL.....</b>	<b>\$389.01</b>
Somerset, Pa.....	19.96	Spencer, W. Va.....	17.57	<b>CHICAGO DIVISION</b>	
Uniontown, Pa.....	2.90	Wheeling, W. Va.....	247.92	Chicago, Ill.....	\$2003.60
Miscellaneous.....	2.72	Miscellaneous.....	2.11	Willard Transfer, Ohio.....	38.35
<b>TOTAL.....</b>	<b>\$140.69</b>	<b>TOTAL.....</b>	<b>\$590.31</b>	Miscellaneous.....	.36
		<b>Eastern Lines.....</b>	<b>\$2,670.07</b>	<b>TOTAL.....</b>	<b>\$2042.31</b>
<b>PITTSBURGH DIVISION</b>		<b>Western Lines.....</b>	<b>\$3,921.69</b>	<b>KENTUCKY LINES</b>	
Butler, Pa.....	\$16.03	<b>Grand Total.....</b>	<b>\$6,591.76</b>	Martin, Ky.....	\$34.64
Claysville, Pa.....	1.06				
Kanc, Pa.....	7.19				
Suter, Pa.....	2.31				
Washington, Pa.....	2.18				
Miscellaneous.....	1.14				
<b>TOTAL.....</b>	<b>\$29.91</b>				

"Miscellaneous" includes stations showing gains in revenue amounting to less than one dollar.





# Safety Roll of Honor

## Staten Island Lines

**Captain Colby Stapp**, in charge of Tug A. C. ROSE, having in tow Barge BILLIE S. loaded with 17 tons sugar en route from Warner's Sugar Refinery, Edgewater, N. J., to St. George. February 18. Discovered when opposite Weehawken that river ice had broken planks in side of barge and that barge was taking water rapidly. Captain Stapp put syphon in barge to hold same afloat and proceeded to Steamship Pier 7, N. R., where he had previously observed a stevedore at work. Contracted with the stevedore to remove cargo from barge to pier. After making these arrangements, he notified tug dispatcher by phone of his action and requested assistance of another tug boat and a barge to load off shore so that entire cargo would be saved and also keep barge afloat. Barge was then within six inches of being decks to. Prompt action and good judgment used by Captain Stapp saved the entire cargo valued at \$24,400. and also kept barge, valued at \$8,000. from sinking. Barge was placed in dry-dock for repairs.

**Captain Roy A. Fort**, Tug BALTIMORE. February 13. Observed Float No. 155, eight cars, at Coal Dock No. 3, St. George, in a dangerous condition. Water could be heard running in under the breast log. Twenty-one inches of water in one corner of float and making water very fast. Reported condition to tug dispatcher, who issued orders to pump water out of float immediately.

**Trainman D. M. Sprague**, Train 11. December 21. Observed mail pouch lying alongside of Westward track between Huguenot Park and Annadale. Notified agent at Great Kills. Agent notified dispatcher; dispatcher instructed crew of Train 17 to pick it up. Pouch in question contained parcel post packages and was put off at Stapleton by crew of Train 17 for delivery to Stapleton Post office. The pouch had no evidence of being tampered with.

## Baltimore Division and Baltimore Terminal Division

**Operator C. H. Berry and Yard Clerk Charles Custy**. Carrolls. While on way to work found 11 inches of rail broken out of eastbound track, Mt. Clare Branch, just east of tower. This was a new break and rail was loose. Reported condition.

**Operator C. W. Proctor**. February 6. On his way home found broken rail just west of Bradshaw. Reported condition to Agent M. L. Mann, who reported it to dispatcher and protected traffic until relieved and until a new rail was put in.

**Brakeman S. L. Lambert**. Train Second 97, Engine 4474. February 9. Looked back over train coming into Bradshaw and noticed fire flying from under train. Notified Engineer Frick to stop. Went back to investigate cause of fire. Found two cracked wheels under C. N. J. 20830, 20th car from engine. Car backed off at Loreley.

**Track Foreman A. H. Lighty**, Champion Siding, Herring Run. February 15. Observed something wrong with train. Attracted attention of conductor, who stopped train by air from the rear. Investigation showed a door arm dragging under a car. Although a derailment occurred when the stop was made, the action was necessary under the condition.

**Conductor C. L. Smith and Flagman J. L. Eckrel**. East of Brunswick, February 13. High wind storm blocked tracks and tore down all wires. A tree fell just behind caboose of Extra West, Engine 4866. Conductor Smith notified dispatcher while Flagman Eckrel flagged all trains.



Conductor R. A. Erake

**Conductor J. J. Creamer**. Extra East, Engine 4594. February 15. While walking alongside of train at west end, near Germantown Siding, discovered broken arch bar on right side of rear truck of car W. M. 5720, loaded with coal. Investigation showed it to be new break. Conductor Creamer succeeded in backing car off siding, although side of truck was broken down and journal boxes twisted.

**Operator W. F. Hill**. Boyd. February 24. Observed truck broken on 11th car from engine of extra east, Engine 4594. Displayed stop signal at east end of siding, bringing train to standstill. Averted serious delay to traffic and possible accident.

## Cumberland Division

**Brakeman N. E. Hollen**. Cumberland, Md. January 10. While with Extra East 7203, noticed unusual movement of caboose in which he was riding. Investigated and discovered broken rail. Returned to telegraph office, notified operator, who called trackmen to make repairs.

January 22. While walking ahead of train, discovered broken rail on No. 2 track. Reported condition immediately, protecting track as he made his way to telegraph office. Trackmen made necessary repairs.

## Charleston Division

**Conductor R. Shelton, Engineman W. T. Powell, Baggageman C. C. McCune, Fireman James Buckner, Brakeman G. W. Short**. Train 36. March 6. Found rockfall on track just north of High Point, and by voluntary service removed debris. Train delayed only five minutes.

**Baggageman J. H. Hanson**, Adrian, Va. March 23. When Fireman W. A. Gray, Engine 2025, Train 57, was injured while taking coal at Adrian, Baggageman J. H. Hanson immediately came over and performed a good job at firing from Adrian to Gassaway.

**Conductor B. R. Bragg**. Extra 2946. Found car Baltimore and Ohio 165956, merchandise car from Clarksburg with seal broken. Immediately made wire report, enabling Police Department to take up the matter at once. These responsible for pilfering of car were arrested and properly handled a few days later.

**Conductor A. Kiddy, Engineer L. R. Shemo, Fireman L. D. McTheney, Baggageman D. H. Fink, Brakeman B. G. Patterson**. Train 57, Engine 2019. February 27. Found rockfall on track at Mile Post 104 plus 12 poles. Volunteered assistance and cleared main line tracks without excessive delay to train.

**Foreman A. D. Wilfong**. Buckhannon, W. Va. March 16. Showed interest in saving Company's property by forwarding to General Foreman Kelly the following articles: nine grease cup plugs, one coal pick, two set screws, one generator door, and one rod key—all picked up on line of road.

## Statement of observances and corrections by operators, Cumberland Division February and March 1923

Date	Train	Engine	Employee	Occupation	Location	Wheels Sliding	Brake Riggering Down	Hot Car Box	Broken Rail
February 13	Ex. E	4470	J. L. Schroder	Operator	Martinsburg	1			
February 14	Ex. E	4478	J. L. Schroder	Operator	Martinsburg		1		
February 13	94	4483	J. L. Schroder	Operator	Martinsburg		1		
February 16	94	4433	J. L. Schroder	Operator	Martinsburg	1			
February 19	Ex. W	4860	J. L. Schroder	Operator	Martinsburg			x	
February 20	97	4473	J. L. Schroder	Operator	Martinsburg			1	
March 3			A. C. Hardy	Operator	Okonoko				1
March 8			S. E. Elsey	Operator	Irontown				1
Totals						2	2	2	2

x Indicates car set off.



**Mr. A. D. Stout.** Bower, W. Va. While walking between Vanwith and Bower, found a slide in cut. Returned to Bower, advising our agent of the obstruction.

**Mr. Okie Vawater.** Ten Mile, W. Va. Discovered a badly broken rail near Ten Mile. Notified **Mr. D. F. Romine**, a former employe of the Company. Mr. Romine walked up the track and flagged passenger train, advising them of the obstruction.

**Conductor G. B. Green, Brakeman F. Reese, Brakeman T. W. Hosey, Engineer G. C. Smith and Fireman E. C. Harter** voluntarily assisted in clearing a slide which blocked the main track.

**Yard Clerk F. B. Summerfield** has been commended for close observation in connection with his duties.

**Trackman Norman Frame.** February 19. While off duty found a broken rail at M. P. 87 plus 18 poles. Flagged train 736, advising crew of obstruction.

**Fireman R. B. Norman.** Noted brake rigging down on a passenger car.

**Conductor W. S. Roush and Brakeman J. L. Smith** rendered assistance in prompt movement of bad order cars.

The following engineers have been commended for making over 100 per cent. fuel performance in February: **Accord, Spencer, Dawson, Whalen, Powell, Wallace, Paxton, Shomo, Brannon, Jarrett and Farry.**

**Mr. Ray Arbogast.** Selbyville, W. Va. March 17. Discovered broken rail a half-mile east of Alexander. Went to considerable amount of trouble to notify section foreman so that necessary repairs could be made.

### Chicago Division

**Operator F. W. Reed, N. Y. Tower, Garrett, Indiana.** February 5. Discovered pair of broken angle bars on eastbound track, a half-mile east of N. Y. Tower.

March 3. Operator Reed also discovered broken rail about two miles west of Avilla on eastbound track. Report properly made in both cases, repairs made and possible accidents averted.

**Conductor O. C. Kistler.** January 20. In passing east siding Galatea, with Engine 4299, noticed broken arch bar on car Baltimore and Ohio 80755. Notified flagman Lamb, who told Conductor Baxter of condition. Conductor Baxter had car set off for repairs at North Baltimore.

**Signal Supervisor P. H. Carroll.** Tiffin, Ohio, March 2. Observed arch bar of a car in a section of No. 94 down and dragging on track. Flagged train by hand and had repairs made.

**Operator C. E. Hanaway.** Wellsboro, Indiana. February 17. Discovered hot box on Extra 4160, East as train was passing his tower. Notified conductor. Train stopped and repairs made.

**Operator W. P. Donohue and Mr. John P. Dell.** Tiffin, Ohio. February 25. While off duty discovered ties badly cut, just opposite Webster booth, east siding, Kellar, probably caused by something dragging from Engine 4158 East. Also noticed that at spur which leads from east siding to stock chutes there were two large pieces of iron wedged in frog, one of which protruded above rail. Obstruction removed, averting possible derailment. (Mr. Dell is a former employe of the Baltimore and Ohio M. of W. Department.)

**Clerk E. L. Kinsey,** Bremen, Indiana; **Coal Dockman Charles Warren,** La Paz Junction, Indiana, and **Operator E. A. Thornberg,** La Paz Junction. March 15. Mr. Kinsey observed hot box on car of Train 13; called operator at La Paz Junction. Operator called night coal dockman, who flagged train at coal dock. Hot box found on car Baltimore and Ohio 193594. Car set off. Quick action and cooperation of these three men averted possible accident or delay.

**N. Y. C. Towerman Reglein,** Indiana Harbor, and **Baltimore and Ohio Operator O. H. French.** March 7. Towerman Reglein discovered hot box on our train No. 13. Endeavored to flag train, but finding nobody received his signal, telephoned Operator French, who handled the condition. No. 13 was flagged at Wolf Lake and hot box repaired with slight delay.

### Newark Division

**Mr. Charles Wilson,** passenger on Train 56. Felt unusual jar on rear trucks of coach when passing one and one-half miles west of Marietta, Ohio. He reported the condition to our conductor and later inspection showed a broken rail at the point where the jar was felt.

**Conductor J. P. Trickey and Brakeman T. C. Snodgrass.** February 2. Observed rough place in track while caboose in Train 95 was passing. Train was stopped and a break of five feet was discovered in rail of main track.

**Signal Maintainer R. L. Flint and Helper V. E. Shepler.** February 10. While coming west on No. 4 track near Black Lick, Ohio, found part of brake rigging from equipment lying on south rail of No. 2 track, the brake shoe directly on top of the rail. This is a high-speed track, where an accident easily might have occurred. These men removed obstruction and made proper report.

**Operator A. J. Swigart.** Monroeville, Ohio. February 21. Noticed brake shoe drop from car of Train 83, passing his station. Shoe wedged in frog; caboose and car next to it jumped over obstruction without leaving track. Operator Swigart removed obstruction at once. This track leads to W. & L. E. Transfer and at that time Train 74 was just pulling out of siding. A possible accident to this train was averted.

**Operator N. McClerg.** Cleveland Avenue, Columbus, Ohio. February 25. Ob-

served ties projecting from car in Train 98. Reported condition to dispatcher, who had train stopped at "BW" Tower and tie replaced on car.

**Mr. Robert Koontz.** St. Louisville, Ohio. March 4. Discovered broken rail in main track just west of St. Louisville. Promptly flagged Train 93 and notified all concerned.

### Akron Division

**Agent M. A. Stroup.** Lester, Ohio. March 12. While checking yard discovered a broken arch bar on Baltimore and Ohio Car 238333. He notified car repairman who had repairs made.

**Engineer B. M. LaFever and Brakeman H. S. Dowling.** Noticed bent axle in car of their train at Willard. Had car set out before any damage occurred.

**Section Foreman C. W. Stentz.** Lodi, Ohio. Noticed U. P. car 13491 with nuts off box bolts and bolts out of arch bar strap. Arranged to have car repaired.

**Operator W. E. Milliken.** Greenwich, Ohio. March 12. Noticed fire in Wabash car 19996. Notified train crew, who had fire extinguished before any damage occurred.

**Conductor T. O'Leary.** February 17. Found broken rail on No. 1 track, Ohio Junction. Notified trackman, who had repairs made.

### St. Louis Division

**Track Foreman William Ruhlman.** Dillsboro, Indiana. February 24. While working on cinder fill west of Dillsboro, observed brake beam down on car Baltimore and Ohio 68231. Immediately notified conductor, who stopped train and removed brake beam.

**Operator H. Tobias.** February 22. While train 58 was passing station at Blocher, Ind., observed blazing hot box on rear car of train. Immediately notified dispatcher, who had train stopped at Commiskey and box given attention.

### Cleveland Traffic Birthday

By A. R. Strome

ON February 19, the employes of the Traffic Department at Cleveland, including Assistant General Freight Agent's Office, Coal Freight Office and Division Passenger Office, gave a noonday luncheon to Assistant General Freight Agent Kimes and Chief Clerk Leingang, in honor of their "umpty umph" birthday.

Promptly at 12 o'clock, work was suspended and a delicious lunch, consisting of "hot dawgs," potato salad, baked beans, pickles, doughnuts and coffee, was spread on several of the desks.

Coal Freight Agent J. A. (Jack) Scheuerman assumed the duties of master of ceremonies, and when it comes to rare humor and ready wit, Jack has nothing else but.

After the repast, Mr. Scheuerman made a few appropriate remarks to which Mr. Leingang nobly responded. While reticent about his tender age, he did divulge the open secret that on May 1, next, he will round out forty years of loyal service with the Baltimore and Ohio.

We also had as our guest on this occasion, Miss Mabel Gessner, passenger representative from Baltimore, who was visiting Cleveland in the interest of the National Good Will Campaign, and who gave us a brief talk in which she outlined the purpose of the work.



Mr. Charles Wilson, a passenger on Train 56, who helped us "stop a leak"





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Building

#### Law Department

Correspondent, GEORGE W. HAULENBECK

#### NOTE:

The editor has received an interesting letter from the popular scribe of the Law Department, telling of an operation which, at this writing, the correspondent is undergoing. The operation is for a cataract on his right eye.

"It was short skirts that brought on this eye trouble," says Mr. Haulenbeck.

There is no doubt but that many of the readers of the MAGAZINE will now understand that it is his vigilance that has kept Mr. Haulenbeck in the class with the younger employes of the Baltimore and Ohio during the many years that he has been with us. Certainly everyone of us will join in wishing continued strength and good health to the one who has made happy so many readers through his cheery notes.

#### Editor.

The great blizzard of 1888 occurred March 11, 12, 13 and 14. No trains running. An opera troupe, billed to appear at the Holiday Street theatre the week of March 11, was held up in the railroad station at Jersey City from Sunday night, March 11, until Friday morning following, when the tracks were opened to Baltimore and trains began to run. The troupe appeared Friday night of that week. The Holliday Street theatre at that time was a first class place of amusement. It has since been dismantled. The newspapers printed amusing accounts showing how the players passed the time in the railroad station at Jersey City in their enforced imprisonment.

#### The Blizzard of 1914

The blizzard of 1914 occurred on March 1. The Baltimore Sun Almanac of 1915, page 95, contains the story. Train service to the north was completely suspended. In Baltimore, the wind blew over fifty miles an hour, accompanied by a very heavy fall of snow. On the fourth of March we had the greatest difficulty in getting our trains into the Union Station at Washington, and it was Mr. Taft's inauguration day, too.

#### Baltimore Belt Tunnel

The first regular traffic train of the Baltimore and Ohio Railroad passed through the Baltimore Belt tunnel and over the Belt Railroad on February 1, 1895. The Baltimore and Ohio originally intended building an elevated structure from Camden Station to connect with its Philadelphia Division,

but this was changed and a tunnel under Howard Street constructed instead. Colonel Henry T. Douglas was the chief engineer. He was a number one official all through. John B. McDonald was the contractor and he was mighty nice. The tracks in the tunnel, say at the Academy of Music location, are 65 feet below the surface of Howard Street. We suffered from claims at that time made by some property owners, that the running of our trains caused a jarring sensation. But this was all moonshine. The idea of a train in a tunnel 65 feet below the surface causing a jarring sensation!

#### Cost of Big Buildings

Baltimore City Court House cost .....	\$2,250,000.00
Baltimore and Ohio Building at Baltimore and Charles Streets, cost in 1906 .....	\$2,200,000.00
Union Station of the Pennsylvania Railroad, cost in 1912 .....	\$826,795.42

#### Judge James A. C. Bond

Judge J. A. C. Bond, who with Francis Neal Parke acts as our division counsel in Carroll and other counties in Maryland, paid us a visit the other day. I would not care to interrogate the Judge as to his age, but he was our counsel before I came here in 1881, over 42 years ago. He is a wonder. Judge Bond declares that when John Kissig Cowen was our general counsel, away back in the past before the day of typewriters and the installation of young ladies (bless their dear little hearts) into the various departments of our service, he, the Judge, and this correspondent, now in his 80th year, did all the Law Department work. Judge Bond and Mr. Parke are winners in Court. I believe in that. I do not approve of this rushing into litigation to squeeze a corporation. It is wrong, and I like to see the Company win in these contests.

What a sorry plight we would be in, were it not for the great railroad corporations of the country, the Baltimore and Ohio and Mr. Willard at the head and front of them all. Amen!

#### Philadelphia & Reading Railway Trainman

There is a young gentleman, a trainman in the Reading Railway service, who boards our train No. 524 every Saturday at our Philadelphia Station. When the train reaches Wayne Junction, where I change to a Bethlehem train, he gives me every aid and assistance in alighting. I have never told him that I am in the octogenarian class, but he seems to divine it. He is always at his post and I am greatly benefitted by his attention.

### Baggage and Milk Department

Correspondent, MABEL L. MENGES

We are trying to puzzle out just why the cake made and donated by the attractive young lady in the Passenger Department and which was raffled off in that office during the recent Good Will contest, was won by the most handsome and only eligible young man who sits just across the way from Miss Hofstetter. We should also like to know why the cake was awarded, cut and served with ice cream before those who took the most chances on it even knew the raffle had been concluded. And was this done so that the same young man could eat most of it himself? This department feels that it was badly discriminated against, and while we hesitate to criticize, it looks much like a prearranged affair to impress the young man with a certain young lady's culinary ability. Will Mr. Hubbel please write his views on the matter for the next issue of our MAGAZINE? We are sure it would be delightful reading.

Our Pittsburgh people were, no doubt, surprised and grieved to learn of the death of Mr. B. F. Otto, president of the Harmony Creamery of that city.

Mr. Otto was the originator of the steel, glass-lined milk-cream tank cars which are being operated between West Farmington and Pittsburgh and which proved to be such a great success.

Our men at Pittsburgh always found it a pleasure to discuss and to transact business with Mr. Otto, as he held a high regard for the service and employes. The fact that he went out of his way to favor our Company in other ways, shows the pleasant relationship between the Harmony Creamery and the Baltimore and Ohio.

"Jinks" seems to be reigning supreme over this office, judging from the list of absentees because of sickness. We have all been taking turns, in fact, we haven't waited for our turn. Several have been absent at the same time, and as the office is small, the force has been somewhat depleted. However, with the return of Trace Clerk C. O. Boyd, who was taken suddenly ill and was confined to his home for a week, we are all back at work again with the exception of Charles Hines.

Three weeks ago, while Charles was running to catch his regular early Sunday morning train for home, he fell and injured his knee. He continued his trip home, but before reaching there he had entirely lost the use of his knee, and has been confined to his home ever since. However, at the present writing, he is able to get about with the use of a cane. We are now hoping to see him back at the office very soon.

We have missed the frequent calls of our faithful friend, Mr. Bradley Worthington, train baggageman, who stops in to see us between runs. Mr. Worthington has been quite ill for several weeks, but C. O. Boyd and C. H. Frederick of this office, who went to Hagerstown recently to let him know that we miss him, report that he is now convalescing and that we may soon look forward to his usual calls.

### Engineering Department

Correspondent, O. K. EDEN

On account of the extensive construction program planned for this year we have taken on new men in all phases of the engineering department.

I used to think that all E. H. B. used to live for was to go driving in his automobile or to read, but I have been sadly mistaken. Both automobile and books have been placed in the discard. And why? Because



# Keep Cars Moving

Business can't move without freight cars. Standing freight cars limit production and railroad revenues

## Keep Cars Moving

a certain "sweet young thing" has laid claim to all Harry's spare time. I hope that he will give us proper notice, so we may save up our pennies for the eventful occasion.

So glad to say our team is still leading the league in bowling by three games, with 62 games won and 13 lost. Keep it up, fellows! Only a few more weeks and then you will receive your just reward.

And now at this time of the year thoughts turn to baseball. As we did last year, the work of organizing a team to represent our department in the Baltimore and Ohio League is now under way. Manager "Joe" Gallagher, with the assistance of "Henny" Seitz, will have charge. All indications point to a stronger team than was produced last season as, in addition to the veterans, there is considerable new talent to draw upon.

Which reminds me that in a few more weeks tennis will commence to create interest. Last year we had a team, and I fail to see why we can't repeat this year. Anyway, there is a certain "young" man with whom I expect to have some merry battles this year.

Don't forget to keep an eye open to "stop that leak." Suppose we colloquialize Dr. Coue's slogan to read: "Every day in every way we are saving more and more for our Company." Try it and see how much you can really save.

I read in the paper the other day where the authorities are going to have another careful crossing campaign, and this can serve as a sort of forerunner in reminding one and all to CROSS CROSSINGS CAUTIOUSLY. If every one would observe the rule—Stop, Look and Listen—I am sure there would not be so many disastrous accidents. Of course, that doesn't mean to stop your automobile, or whatever you are driving, in the middle of the railroad tracks and then stop, look and listen!

I was talking to a certain young lady some days ago, who used to work in our department, and asked her why she never came to visit us any more. Her reply was "I am too busy." I wonder!

**Office of District Engineer, Baltimore, Md.**

Correspondent, J. FORD COLLISON

George Elmer Schaeffer is back with us once more. He arrived the first of the month with his baggage and a headache from the wilds of Parkersburg, and has since fallen from grace. In fact, George and Mr. Teders are the only two who absolutely refuse to lead the prayer meetings.

"Our Arthur" has just returned from his vacation among the bathing beauties at Palm Beach. He claims to have been at Miami and Jacksonville, but from the time he stayed he must have gone to Cuba. There is something very peculiar about that trip; no one even received a postal card from him. He did not take his wife with him!

Paul J. Feeser, John R. McCrone, Jr., and W. H. Meriwether have joined us and are at work at Locust Point on the new Grain Elevator. Boys, you are welcome to our family circle.

"Bill" Gwathmey has been down in Old Kaintuck, supposedly on business, but we have our doubts. Let us see your cellar, "Bill."

"Bill" Kennedy is the bane of the correspondent's existence. He never does anything but work. But I suppose a good worker like "Bill" doesn't have time to do things for us to write about.

"Eddy" Little, "Tom" Sparks and "Cy" Young continue their good work at the prayer meetings. They have succeeded in converting "Ed." Riley, of the Real Estate Department, to their ranks. In fact, "Ed." insists on being the leader.

The work on the Grain Elevator facilities is getting under way and in a short time the old Best and Only will have modern grain handling facilities which will compare favorably with our coal handling facilities at Curtis Bay.

**Office of District Engineer, Pittsburgh, Pa.**

Correspondent, J. M. WHEALAN,  
Accountant

We are pleased to announce the arrival of a new member of the organization, in the person of the young son of C. W. Leasure of this department, who entered the railroad world on Friday, March 2. Mother and son are doing well and "Dad" is doing his best not to bust, but you ought to see Granddad, who is a prominent passenger conductor on the "Pike!"

Certain members of the organization are sporting new titles dating from March 1, and what is more important, new figures on the pay check. The promotions are well and honestly deserved, and the local column of the MAGAZINE extends its hearty congratulations.

We believe it to be all right for a married man of years' standing to wear rubbers (as witness the fact that we wear them ourselves), but when a newly married one who would never wear them before, blossoms out in a pair, well, it looks suspicious, that's all.

The homeing instinct has become quite prominent again as Spring nears and the old question as to whether it is better to buy or build is being decided about the time we go to press.

In common with all the other members of the Baltimore and Ohio family, the members of the Pittsburgh branch of the Engineering Department were delighted with the result of the "Good Will" election, which showed that Miss Nina Spengler had been elected by a handsome majority. We are all proud to have had a hand in her election and feel that she will be a worthy representative of this great corporation.

With the conclusion of these notes for the month of April, 1923, your correspon-

dent has been permitted to round out his first year of service as Pittsburgh correspondent of the Engineering Department. Doesn't seem possible, but it's true.

**Office of the General Freight Claim Agent**

Correspondent, NORMA H. APPLGARTHE

Some complaints have been received regarding the staleness of the news in the column "Among Ourselves." It is quite true of this department, as of all others, that the wedding, funeral notices, etc., are well known ages before that are published in the MAGAZINE.

In order to have in the MAGAZINE an article of interest, a suggestion was made that a certain question be asked the employees of this department. Accordingly a questionnaire was distributed, asking, "WHAT DO YOU DO ON SUNDAY?"

A ready response was received from the men, proving beyond doubt that the girls are not willing to talk about themselves. However, some of the answers are both interesting and amusing, and given below are a few of them:

1. Careful concentration on how to get "disposals" on Blue Monday.
2. Dress my seven children and go to church.
3. Could be sent to jail for some of the things, and so long as the present Congress holds sway I must hold silence.
4. Stay at home and make home brew, but you must keep a-still.
5. Oh, don't ask me, you know I'm single.
6. Sleep as long as the new baby will let me.
7. Take my weekly bath whether I need it or not.

Mr. Townsend was asked to fill out his questionnaire as to "WHAT HE DID ON SUNDAY," but stated he could not do so until he asked his wife. Lots of wives are bosses, but few husbands admit it. Let's hear from a few more honest men.

We wish to extend our congratulations to the Young Ladies' Bowling Team of the Auditor of Freight Claim Agent's Office. Although they won a glorious victory over our girls, we are still game and ready to challenge them again.

They needed encouragement; now that they have it, let us see if they can hold their record. When shall we meet again?

The office duckpin team is still keeping up its good work, having won 32 out of the last 36 games played. They report that they will safely finish third place and regret the bad beginning they suffered on account of insufficient number of members, which has had the tendency to keep them from their usual stride of league leaders.

Captain Riggan wants new recruits for season 1923-1924. Those feeling qualified will report to him not later than August, with application for membership. Please do not forget! Sign up right away to make sure.

We announce with sorrow the death of Mrs. Christian J. Smith on the afternoon





H. Baker Tall, clerk, Relief Department

of March 1. Words are inadequate to express our deep sympathy and regrets to our comrade and fellow clerk.

Mr. Stork seems partial to the boys—he just left Mr. Fink and Mr. Seigman one each.

This office made a good showing in the "Good Will Campaign," having secured 4832 votes for Miss Spengler. A vote of thanks is due the Committee and all others who helped in this good cause.

Miss Delma Wingate is suffering from a severe attack of hives. "Del." did you ever try "BLACK FLAG?"

Mr. Davis must have read "Pellanna," for when he saw the questionnaire, asking, "WHAT DO YOU DO ON SUNDAY?" he became all excited and exclaimed, "Well, thank goodness I still have Saturday afternoon left that I don't have to account for!"

Messrs. Austin C. Sauer, John Warner Cooper and Miss June Horn are the latest recruits of this office.

**Printing Department**

Correspondent, H. R. FOGLE

New members added to our force include Frank Kessler, Frank Lijeski, H. A. Shea, A. Oppenheimer, Emil Moser, Walter Weickert, Martin Hendricks, John Levin, Hugh Griffith, C. Hicks and last, but not least, our old friend "Ernie" Reinhard has returned to the fold.

Several of our fellow workers have been on the sick list. "Fred" Feusahrens and your correspondent were out because of "Flu." Mrs. Mary McNeir has returned after being away a month; Walter Weickert has returned after seven weeks' battle with "flu." Others who were away a week or more were Hugh Griffith and Operator Markland. We are glad to see everyone back.

The correspondent and associate correspondent, and other friends recently paid a visit to our Capital City. Proofreader Shackelford resides there and he invited us very kindly, to stop at his home for supper. We certainly enjoyed the "banquet," for banquet it was, and we were a little envious of Brother Shack. Those hot biscuits—oh boy! We had to pull "Reds" away from the table.

We are glad to welcome back Mrs. Elizabeth Knapp, Bindery, who has been sick for several months.

It is with regret that we announce the death of Proofreader Shackelford's five year old daughter, Virginia, on March 9. We extend our sincere sympathy to him in his bereavement.

C. J. Lehmen has returned after a serious siege of pneumonia.

Our old friend "Doc" Dillon, he of "job stone" fame, is now holding down a keyboard. Good luck, "Doc!"

Congratulations are being extended to George Behr, "Beau Brummel" of the composing room, who was married on January 16 to Miss Genevieve Osterman.

**Telegraph Department**

Correspondent, C. J. OWINGS

"Stop That Leak" when you telegraph by using CODE, SYMBOL, BREVITY.

It is with pleasure that we welcome Inspector Paul Miller, who was recently transferred from the Western Union office in Philadelphia to this department.

Another change has taken place in our office force. Mail Clerk Thornton Norris has been promoted to clerk, assisting General Supervisor Time Service Donnelly. William Scibel, former messenger, "GO" Telegraph Office, has taken his place.

Suspicious! Not so long ago a certain young lady received a telephone message from the Capital. Of course there's nothing in receiving a 'phone call, but it is reported from a reputable source that this young lady did the next day journey to Washington. For what purpose? Well—that's the mystery. Ask Betty.

Again the influence of that irresistible youngster, "Cupid," has been felt by the office. Though not a member of the Telegraph Department personnel, he came perilously close. The victim of Cupid's dart is Miss Genevieve Sessions, niece of Miss Claypoole.

**Office of Assistant Comptroller Deverell**

Correspondent, J. A. RUPP

No Indistinct Howling on the Baltimore and Ohio

It was lately commented in a local paper that one million people in this country cannot speak English, adding the witty remark that they wonder if train announcers are

included. Well, the Baltimore and Ohio conductors and train announcers are exceptions because they call in a loud, understandable voice, the names of stations, as well as the destinations of trains, to the satisfaction of all patrons.

**Neatness**

While there is no occasion to be like the wax manikins of a window-dresser, it should be remembered that good personal habits of conduct and dress have a great deal to do with the manner in which we are judged by our superiors. This effort does not constitute a proud spirit but signifies a commendable spirit—one which gets results in self-respect and shekels, regardless of the opinion of the shiftless.

The bowling team of the Miscellaneous Ledger desk of this office ably defeated the Foreign Roads' team, also of this office, by 107 pins in a duck-pin contest staged at the Plaza Alleys on the afternoon of February 24. The ardent rooting of Captain Busick was an outstanding feature:

**Total Pins**

Miscellaneous Ledger Team.....1,315  
Foreign Roads Ledger Team.....1,208

Net Lead..... 107

Our sympathy is extended to Malcolm A. Digges, who recently lost his mother.

**Auditor Merchandise Receipts**

Correspondent, P. HENRY STARKLAUF

Our Good Will candidate went over the top in the contest, and, representing this office, we should feel that it will be a double representation, this office and that of the Company. The donations subscribed will be used to rebuild devastated France. We are anxious to hear all about it on your return, Miss Spengler. So here's wishing you Bon Voyage.



Little John Thomas Spurrier, whose daddy, W. F. Spurrier, works at Camden Station, and whose mother was formerly Miss Ruby Durney, stenographer, Transportation Department

# Keep Cars Moving

Keep cars moving to keep business going. Freight cars are a business necessity

## Keep Cars Moving



After washing up on Washington's Birthday, a hike started on the Washington Boulevard at Morrell Park at 6.45 a. m. to Washington, D. C. Seven of the eight contestants finished. Evidently the portly young man hadn't trained down quite enough for the trip. Here's the time: Ross Tarr dropped off at Branchville (33 miles) taking the trolley to Washington, D. C., where he met George Koehler and Robert Machin at the Union Station, who finished their run for the 5.15 train. G. S. Moore and F. A. Kellenberger reported at 6.01 p. m.; James Spurrier, N. E. Burman and Albert Snyder reported at 6.59 p. m. The last five were greeted by Cap'n "Bill" Straughn, "our own Bill," and they surprised the whole bunch of us by reporting for duty the next day, and they were not overly worn out at that. Fellows, we really didn't think you'd make it after all.

Harry Ignatius Fuller, who entered the service of this Company on November 2, 1900, died on February 20 after a lingering illness and was buried on February 23. High mass was sung by the Rev. Smith, St. Pauls Church, Caroline Street. The active bearers were J. R. McDonough, J. Cunningham, D. E. Elkert, Captain Ritterpusch, of the Coast Guard, Fort Howard; William McGee and Thomas Joyce. Honorary bearers were fellow members of Maryland Council, Knights of Columbus. The family have our condolence.

Yes, the girls have taken up bowling and are at it periodically during the week. They are averaging about 85 or 90 now and if they keep it up they surely will be sending out challenges yet. Look out, fellows!

The stork recently arrived at the homes of Charles Pailer, J. C. Mullinix and our former Miss Helen Shenkel. Congratulations!

**Auditor Coal and Coke Receipts**

Correspondent, JOHN LIMPERT

The game is getting down to the final stages, and, as predicted, a close race has been the order. At this writing only a few games remain to be rolled and it looks as if it may take the last night to decide the final winner. Standing of teams, including games of March 16, was as follows:



Little Annette, the old girl herself, Office of Auditor Coal and Coke Receipts

	PER		
	WON	LOST	CENT.
Head Lights.....	47	28	627
Royal Blues.....	45	30	600
Pull Men.....	37	38	493
Bumpers.....	21	54	280

It wont be long now before the old Knife and Fork League gets in its work. We can almost hear the rattle of the heavy artillery.

On February 17, C. W. MacCubbin rounded out a service record of 40 years, the last 24 of which have been continuous and in the Accounting Department. Surely this is a record to be proud of, and we congratulate you "Mac" old boy.

W. B. Stockett, another of the old guard, has gone to his Maker, succumbing to the inevitable at Eudowood on February 18. When health and strength permitted, Mr. Stockett was a hard and conscientious worker, but failing health during the past five years only allowed him to work at intervals, and conditions became such that he was unable to work at all for the last two years.

While mourning the loss of our friend and fellow worker, we would not wish him back in his suffering.

Sympathy of the entire office force is extended to J. J. Conroy, whose wife died Sunday, February 25. Beside Mr. Conroy, one child is left to mourn the death of her mother.

One reason given for the excuse for "French" Gartrell trying to grow a mustache is that he has his cap set for a widow out Irvington way. It is also rumored that he has considerable influence with the waitresses at a nearby lunch room.

**Auditor Passenger Receipts**

Correspondent, FRANK O. CLARKE

Our office again went "over the top" with collections for the Good Will Contest; another victory which we are all proud of. The total amount collected by our various committees amounted to \$300.40

Our office committee consisted of Miss Irma Clem and Charles Lewis; City Wide Committee, Misses Theresa Cook, Mildred Fisher, Helen Harte and Helen Tate; Confection Committee, Misses Lillian Conway, Mollie Hamlen, Blanche Broderick, Augusta Fenton and Irma Clem; Special Committee consisting of Marvin Clarke.

Miss Cook, City Wide Committee, was awarded a gold wrist watch for securing the largest number of votes for Miss Spengler.

H. S. Phelps, our wide awake Interline Division clerk, has been on the job again securing business; also our clerk, Charles Warwick. I am advised by Mr. Warwick that he persuaded two friends to use our line to Chicago in preference to competing line. He is keeping in close touch with them and is going to have them return via our lines.

We wish to extend our sympathy to Joseph Meyd, who recently lost his mother.

Charles A. Rogers, Sr. died on March 3 at Church Home Hospital. The following members of Baltimore Division—Baltimore and Ohio Veterans' Association acted as pall-bearers: Brother L. M. Grice, assistant auditor Passenger Receipts, R. M. Billmeyer, J. H. Plunkett, Charles Lewis, C. R. Purdy and J. M. Finn. Brother L. M. Grice acted as chaplain and read the burial service from the new ritual. Thomas A. Cook acted as honorary pall-bearer. Mr. Rogers had been in the service of the Company since October 1, 1905.

Earl Hoppman has bought an automobile, and from all appearances he will appear on the race track this coming season.



Genius "as is" in the Valuation Department

It won't be long the folks all say,  
But still she keeps us in suspense.  
A sparkling band adorns the hand  
Of little "Betty Pentz."

**Valuation Department**

Correspondent, J. A. RENEHAN

On the morning of January 29, Colonel Jenkins was much surprised when he found that his 54th birthday (Sunday, January 28) was quietly remembered by a unique birthday cake placed in his office in his honor. The 54 candles stayed put and brought smiles to all who saw the cake. Many, many more happy birthdays to you, Colonel Jenkins!

We are more than glad to hear of the improvement of Miss L. R. Ritter, who at this writing is in the Johns Hopkins Hospital. Here's hoping she will be at her desk before long.

H. E. Schutte has resigned from the service to enter another field of endeavor. We wish him every success in his new undertaking.

H. G. Spates, another member of this department, recently left the service to enter a new field. We hope that he, too, meets with success.

The resignation of Mr. Schutte resulted in promotions for L. C. Turner, W. R. Stevens, P. J. Gumpman, E. P. Poeter, J. E. McCann.

We are glad to report the return to our ranks of J. L. Tobin.

George Bailey, formerly of the Division Engineer's Office, Grafton, is now a member of the Valuation Department.

**A Big Dollar and A Small Penny**

A dollar and a penny met. The penny had a bright, clean face but the dollar was dirty and proud.

"You think you are gold but you are only cheap brass," said the dollar.

The penny replied, "I am what I am and claim to be no more."

The dollar swelled up with pride and said, "I am patriotic, I am trustworthy, I have the emblem of liberty on my bosom, and the United States Government has placed these words on me "In God We Trust."

After a little thought the penny answered, "I grant you all that, but I go to church oftener than you do." —Staley Journal



# St. Pat's Day Celebrated by Dance of Auditor Freight Claims Department

By Nellie F. Collison

A SECOND dance of the season was held by the Welfare Association of the Auditor Freight Claims Department, at Moose Hall, on the evening of St. Patrick's Day. The decorations and color scheme would have thrilled any lover of the old Emerald Isle, and favors in the way of becoming green hats were conspicuous with shamrock.

James O'Toole was Master of Ceremonies and his genial Irish wit scored in a speech for the Mayoralty nomination on the Prohibition Ticket, which aspiration has its origin in a request made by the ladies. Not feeling competent to talk his way into the hearts of the electors, he brought with him his "German Trio," Messrs. John H. Kernan, James J. Haggerty and Luke Malloy, to soothe the savage breast with sentimental ballads and soft lullabies. Later in the evening the announcement was made that because of the fascination which Mr. O'Toole exercises over the Weaker Sex, he was far in the lead—of the Police.

At the door we were greeted by our chief clerk in the role of "Collector of Tickets." As usual he was very careful that we did not move on without producing the necessary cardboard.

Soon the coaxing strains of Water's Novelty Orchestra had us on our feet and with the past behind us—forgotten, we were happy, drifting, swaying to rhythm and rhyme. The jazzy strains that were wafted towards our W. M. C., turned back the Universe for him to days when his locks were more in number and not yet silvered, and with surprising agility he jumped from his perch, held his partner in position, and with a dreamy look in his eyes, he was again, for the first time in forty years, drifting to strains of a dreamy waltz. Words are inadequate to describe his pleasure, but we would not have you miss it and call attention to a marvelous sketch by our gifted artist.

Our Richard N. was also conspicuous by

the dreamy light in his eyes and shared with the younger folks all their pleasures, gliding gracefully to the strains of waltzes, fox trots and one steps, with his sweetheart in his embrace—his wife.

R. M. T. was very exclusive, choosing the same partner for every dance, and floated gracefully in and out the entwining serpentine with a soft, sweet light in her eyes significant of, "I only know love what our love will be, You will love me, love, and I will love thee."

A few of our gentlemen were conspicuously absent, or so it seemed to one petite maid. At times our Otten's eyes were dewy—her thoughts were far away in Pittsburgh, and when Emily Hazel saw one J. T. P. with another lassie by his side, she exclaimed in French-South Carolinian. In the Paul Jones this same Hazel slipped and fell, but for which one of the gentlemen she was holding by the hand, we have not yet discovered.

Our "Joe" demonstrated his histrionic art and in the role of Senor Jose Romero proved that it would be easy for him to snatch the laurels from Rudolph Valentino and Ramon Navarro. His Spanish accent was excellent and in the sentimental lines he was particularly successful.

Early and often queries were made concerning any wrong committed by the Irish against our G. W. R. He was resplendent in that RED tie, but fears arose within our midst lest anarchy be lurking in the background.

HEB's forecasting was missed and J. T. P. disappointed us a wee bit by not keeping his promise to darken his upper lip and thereby make those two or three straggling hairs discernible to all of us. HB's solo dancing on the side was enjoyed only by the fortunate. Rather than give up her partner, Margaret W. gave an exhibition dance encircled by Paul Jones and his friends.

A little before the big clocks chimed the



The jazzy strains were too much for "W. M. C."

hour of midnight our W. A. D. made himself generally useful and very popular. He was head waiter of the clan and handled the service par-excellent, imitating perfectly Miller's oldest and most reliable, lacking only the apron and towel. He, too, was a popular dancing partner, doing a dreamy waltz with our Lillian P., and the recipient of lessons from Emily Hazel, how to do it in the South Carolina way, while Mrs. D— did a good piece of chaperoning.

After our second dance was pronounced a marvelous success (and here we wish to express our appreciation of the splendid work planned and executed by our Entertainment Committee, Carl Powers, chairman, and after our Hugh H. had reiterated that if there was any one among us who had not enjoyed himself, it was that individual's own fault, because he had had a wonderful time—had a girl and all the ice cream and cake he could eat, we said good-night and once again went our way more then ever convinced that honest toil, plus a get-together-good-fellowship-evening makes everything worth while.

Ere taps are finally sounded we wish to express our sincere regrets and sympathy regarding the indisposition that kept at home Mrs. Raymond H. English. We missed you, and you, too, our chief, but we know the reason for your absence was a powerful one.

### Such an Odd World

In Chicago they tell of a fascinating young married woman who, in the absence of her husband, received much attention from an old admirer. One evening the latter ventured to become reminiscent.

"Ah," he sighed. "If only you had married me instead of Babcock."

"Then I should have been with Mr. Babcock at this very moment instead of with you," answered the fascinating one. "How strangely things turn out!"

—American Legion Weekly.

"What kind of a fellow is Blinks?"

"Well, he is one of those fellows who always grabs the stool when there is a piano to be moved."—Til-Bits.



Misses D. E. Fossett and D. E. Baker, Valuation Department, enjoyed a vacation in Bermuda. On the left are Miss Baker, Mr. ?, and Miss Fossett. At the right is Miss Fossett "holding up" a coconut palm



## New York Properties

Pier 22, North River, N. Y.

Correspondent, JOHN NEWMAN

St. Patrick's Day was observed here in the customary manner; everybody wearing the green without fear of getting hanged. Our Ladies' Auxiliary of the A. O. H. had the usual lunch-hour celebration clustered about a green clothed desk laden with odds and ends—pickles and pig's-ends—and fudge. (The celebrants still live.) As a mere observer from a distance I liked the show. The pigs-feet were attacked in the manner that corn on the cob is devoured at Coney Island, or as a Solomon's Islander would tackle the thighbone of a missionary. Some of the tid-bits were quite big in diameter and appeared to be difficult to negotiate. I would like to be able to give a picture of Miss M. C. (formerly "My Mary") holding a pig's foot by its terminals and yum-yumming the middle. The best part of the fiesta was the fun.

TO THE MEMORY OF HELEN KERRIGAN, who entered our service less than a year ago and died on March 4 last, at the age of twenty-five, after a few day's illness, a victim of pneumonia! Miss Kerrigan came to this country just two years ago from Bundoran, in turbulent Ireland, in quest of peace and plenty. If she failed to realize her hopes of the plenty, at least she found the rest. Requiescat.

NEWS? No, nothing important. Gossip (disreputable word) generally stands for idle tattle bandied across hedges and over fences with a tacit understanding between the transmitting and the receiving end that the talk is confidential and its source questionable and irresponsible. During inclement seasons "sewing circles" and clubs—men's clubs as well as women's,—furnish the proper atmosphere for confidences that begin with "They say..." Gossip in itself, when it is only harmless small-talk, not derogatory to reputations of those not present, is of course no more objectionable than "Cholly Knickerbocker's" society chat in a Sunday paper, or my dissertations; therefore there can be no harm in reporting



G. J. Goolic, watching 'em come in on time on Staten Island. Mr. Goolic, Division Engineer's Office, is also correspondent of the Magazine for Staten Island. The proverbial "little bird" sent us his picture

that they say that a certain National Guardsman (cavalry) of Pier 22 office, is "gone daffy" over a certain bud in the freight billing department. I feel not at liberty to divulge the lady's name, but may be permitted to say, in confidence, that she is very young and that her initials are the same as the letters after the figure 8 on the timeslips.

They say, also, that John Mackin has a particular penchant (pronounce it pang-shang) for coiffures rouge des femmes (pronounce it the best way you can), which means a woman's glory of the color referred to by vulgarians as brick, carrot or red, but by people of "culture and refinement" (like us) as auburn-haired or Titian-tressed blondes. When John sees one of this type he becomes spell-bound; powers of articulated speech and locomotion forsake him; he just stares and adores. That is what they say. John himself says that he is not partial to any particular shade—they all exert a hypnotic influence over him.

They say, further, the commentators, that A. H. B. "knows how to pick 'em." This refers to his stenographers; he has several, and uses great care in selecting the best. They surely are good to look at.

Another old Veteran, toilworn and gray, Has laid down his burden and quit At call of the despot, whom all must obey, When he tags one and says, "You are IT."

Nicola Massimino, familiarly known as "Frank," lowly servitor at Pier 22, N. R., died at his home on the evening of February 24, after completing his day's assignment as janitor. He had been in continuous service of this Company since May, 1889, as messenger, and, during the last five years, as janitor and caretaker of stationery and supplies. He leaves a large family of grown-up children; his wife died recently and "Frank's" big latin heart crumbled with the loss that made him lonely.

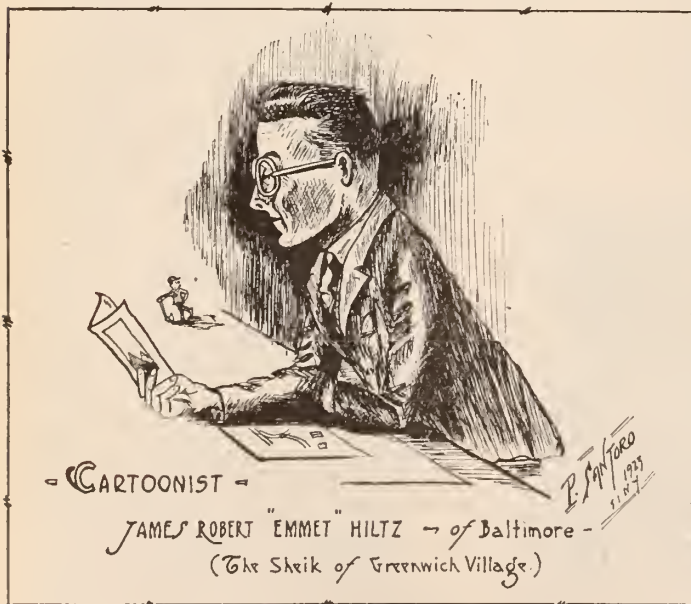
If work is worship and the sweat of the brow is acceptable to the Lord as homage (Laborare est orare), "Frank" was as devout as those who decree that working on Sunday is sinning, and dutifully mumble meaningless prayers.

## Staten Island Lines

Correspondent, G. J. GOOLIC

Division Engineer J. L. Suesserott has completed his twenty years service with the Baltimore and Ohio, and application was approved admitting him to the Veteran's Association of the New York Division. Mr. Suesserott first entered the service of this Company as axeman on July 31, 1902 and left the service, returning in 1903. On May 1, 1905, he was promoted to draftsman; on August 1, 1905, levelman; on October 1, 1905, transitman; on February 7, 1910, assistant on engineering corps. He held that position until December 21, 1914, when he was made assistant engineer. On October 1, 1920, Mr. Suesserott was promoted to division engineer with headquarters at St. George. During his two and one-half years on Staten Island he has proved himself a successful engineer. When he first came here the road was in bad shape because of bad low joints, worn rails, rotten ties, etc. To-day it is almost as good as new, or one hundred per cent. perfect.

On March 13, James R. Emmet Hiltz, Real Estate Department, Baltimore, visited



CARTOONIST -

JAMES ROBERT "EMMET" HILTZ - of Baltimore -  
(The Sheik of Greenwich Village.)



"PATSY" SANTORO, THE STATEN ISLAND ARTIST, IN HIS FAVORITE POSE -

"Hiltz" and "Santoro" had a "Mutual Admiration Party" and cartooned each other. Neither new about the other's cartoon but both found their way to the Magazine





"Goolic writes with his pencil— Santoro with his pen"

the Division Engineer's Office on some real estate matter. After a short conversation with Chief Clerk W. J. Vidler, Cartoonist P. Santoro approached him and shook hands. Emmet saw Santoro with one hand behind his back and asked him what he had there. "Patsy" answered "Just a little protection" (a fire ax). After a short conversation they separated. Later Mr. Hiltz returned from the Legal Department with a cartoon of P. Santoro in his favorite pose, and handed it to your Correspondent G. J. Goolic, to have it published in the magazine. Two minutes later, P. Santoro handed in a cartoon of J. R. E. Hiltz in his favorite pose. Neither of the men knows that each has made a cartoon of the other. We are wondering what the idea is.

J. C. Hasselbock was promoted to voucher clerk to A. T. A. Mr. Haselbock purchased a new hat and fur coat, and on the first day he wore them it happened to rain and the fur stood up like a porcupine. He is also willing to challenge anybody that can bowl 300 or over. Mr. Hasselbock has been bowling now for the past two months and claims to be a great expert.

He—"Good morning!"—no answer.  
 He—"Fine weather, ahem!"—still no answer.  
 He—"Will it rain to—M—"  
 Blondes—twenty steps later, "Aw, take 'em off, we know yu!"

**Pennies, Pennies, Pennies**

ANNA WOLTMAN needed pennies,  
 Five hundred of them strong;  
 "Won't you get them for me, WIDMER?"  
 Asked ANNA in a song.  
 But "CHARLIE" shrunk and slipped  
 away,  
 And "REED-Y," too, took flight—  
 So she asked "EDDY" MERTZ, of course,  
 But he said, "See 'NEIL' WHITE."  
 Now what is this ole dangle-foodle  
 Oodle-doodle game  
 Of these here brisky trainmen,  
 Who won't help out a dame?

**Baltimore Division**

Correspondent, W. H. TARR

Gapland, Md., situated on the Hagerstown Branch, has a nice, comfortable station. It is kept neat, clean and heated,

and our patrons receive polite and courteous attention by the gentlemen in charge, First Trick Agent and Operator E. E. Bowers, and Second Trick Operator and Clerk H. H. King. They are efficient and careful, and "Safety First" is their standard at all times. We are glad to know that the citizens at this point are being so well served by our representatives.

Operator E. C. Houser, Lexington, Va., spent February travelling in the South and paid a visit to Havana. L. H. Browning served in his place during his absence. We thought, perhaps, that Mr. Houser was intent on becoming a benedict as the pass was made out for himself and wife, but we learn this was wrong. Anyhow, Mr. Browning states he received a postal,

"Come on, Heney. I am waiting for you down in Florida," with the accompanying illustration of an alligator waiting to swallow a pickanniny.

Menu of a Cake Eater Who is a Huge Man  
 1 Cup of Coffee.  
 1 Slice of Cake.  
 Refreshments—Small bottle of milk warm.

Where Eaten? We won't say.

With business above normal, everyone is taxed to his utmost to keep ahead of the game. However, the more the merrier, and with the advent of Spring, everybody takes on more vim. The boys in the Division Accountant's Office are resuming their soft ball game during their lunch hour. "Slim" Mallery is yearning for New Orleans. We don't know why. Leslie Higgs is now counting his eggs every morning; George Crocker spends his evenings listening in on the radio, and Harry Fox—well, "he is the guy that wears the clothes." "Slim" Moore is back with the Division Accountant's force. We think Harry Constantine will soon go gigging on the Magothy with a visit now and then from Clint Roche, "Wobby" Childs, "Al" Smith and our old friend, "Barney" Moriarity, of the General Superintendent's Office. "Pete" Hubbard is a regular guy and meets all rivals. Well, Boys, Spring is here. Don't get the fever.

**Washington, D. C. Freight Station**  
 Correspondent, W. L. WHITING

General Yardmaster Frank S. White, who has been identified with this station for a great many years, has left us to become assistant terminal trainmaster at Philadelphia, Pa., and N. O. Clark, who was located at Wilmere, Delaware, succeeds Mr. White as general yardmaster here.

We congratulate both these gentlemen on their new appointments. Our best wishes go with our good friend, "Frank" and a welcome is extended to his successor, Mr. Clark.



A Highlandtown "stenog" named Mae  
 Never ate more than one meal a day,  
 She'd start in to dine  
 Ev'ry morn before nine,  
 And quit when she climbed in the "hay"



It was pleasing to those who helped the good cause along to read of the wonderfully successful campaign made on behalf of Miss Nina Spengler in the National Goodwill Election. Miss Spengler is to be heartily congratulated on the outcome, and we can only wish her a very pleasant trip, and above all, a safe return.

We have had two additions to our force lately. Walter T. Everett, who was with us for a short while a year or so ago, has returned to work in a position in the Cashier's Department; Miss Anna Peters comes to us as comptometer clerk. We welcome both, and trust that they will stay with us for a good long while.

It was pleasant to see our delivery clerk, M. M. Phelps, who has been nursing a broken leg since last August, report for duty on the first of March. We congratulate him on his recovery and hope that it will be the one and only event of the kind to befall him.

Chief Delivery Clerk T. E. Frye is at present on the sick list, but we hope to see him around again very soon.

#### Brunswick

Correspondent, R. L. MICH

The Baltimore and Ohio Veterans' Association recently held a meeting at the Y. M. C. A. Speeches were made by Kirk Compton, their secretary, Dr. H. S. Hedges, and our worthy friend, J. T. Martin. The Ladies' Auxiliary, as usual, was on hand to furnish coffee, sandwiches, ice cream and cake. The Veterans are lucky to have such good Samaritans as the Ladies' Auxiliary on hand to do their part at all times.

Yardmaster Sprigg Hedges is again out, minus one eye. We are sincerely sorry for

his misfortune, but glad to see him on his job. Sprigg is a good fellow, and an all-round business man. Brother "Skinner" Thomas, westbound train dispatcher, is improving rapidly.

Yardmaster "Bill" Gatrell is slowly convalescing. We miss him in the yard. "Bill" makes more mileage than some of our train crews who go to Keyser every trip. The electric shoe man can tell you that.

During the past six months, almost all trains, east and westbound, have passed through here on time. This goes to show that we *are* the "Best and Only."

Several engine and train crews have organized a camping party for this summer. Your correspondent hopes to secure some interesting reading matter for our folks, as well as some good photos of the campers.

Our champion fishermen are Engineer "Ed" Hallan and Conductor Tom Sullivan—when they go fishing. Uncle Eben's fish story can't touch them. They have a system, and a good many of our city sportsmen would give a thousand dollars to learn "that system!"

Flagman D. B. Meeks met with a painful accident near Engle, W. Va. His train parted, and his nose was broken. "Dave" is the smallest man on our division, but one of the fastest runners you ever saw. He is popular and we sincerely trust he will soon recover and be back on the job.

Secretary H. E. Dixon, Baltimore and Ohio Y. M. C. A., has been doing his bit towards keeping our men together. Brunswick is to be congratulated upon the good Christian spirit that prevails among our leaders. Let us keep up the good work.

#### Mount Clare

Correspondent, W. H. ZELL

We understand that our new telephone operator is taking up swimming; evidently she must be anticipating numerous trips down the bay this summer.

"Jim" Tatum, president of our Welfare Association, has taken unto himself a body-guard (yes, it is a small black and white cur.) This dog, however, is a carpenter's dog—everytime "Jim" calls it, it makes a bolt for the door.

Poole is still busily engaged, not only in law; he's getting to be a Sheik of Fayette Street. The girls all know what time John Henry comes home and they all wait for him, ever ready to surround him with affection. AIN'T LOVE GRAND?

"Fred," our former office boy, has been promoted to clerk in the Shop Order Bureau. We hope, "Fred," that you will make as good in this position as in your former job.

William Foster Mahaney, the baby elephant of the General Foreman's Office, almost suffered heart failure. He laid his mustache down and couldn't find it. It's a rainbow—many colors.

"Pete" Stier is commencing to get 'fraid of the ladies. Well—guess anyone married as long as he would be afraid of them too.

#### Accounting Department

Some one asked our old friend George what makes a balloon go up. He quickly replied, "Gas." Now, the question is what is keeping him down.

We have a piano in the office, and the other day one of the clerks brought down some Victrola records. Perhaps he thought it was a player-piano. Victrola records won't fit on our piano, Allan.

Some of our office force remind one of the auctioneer, who says, "Going, Going, Gone!" Yes, famous trio—Dasch, Whelan and Poet—it's pretty near gone. Their theory is: "Hair and brains won't grow together."

We notice that one of our timekeepers took a trip to Norfolk the other day. We didn't know Reedville was on that line.

#### Freight Car Department

Gang Foreman M. V. Pascal was elected chairman of the Entertainment Committee of the Veterans' Association. Believe me, they are in for some good entertainment. He is also one of the committeemen for the Welfare and since his appointment he has increased the membership considerably.

One of the biggest surprises in the department was on Thursday, March 8, when it became known that a son was born to Mr. and Mrs. Jackson Thomas on Tuesday, March 6. We all wish them well.

- G—Goggles are given to each and every one to protect his eyes.
- O—Only those who fail to wear them are the ones who suffer.
- G—Great benefit to those who believe in Safety First.
- G—Goggles have saved many a man's eyes, and can save yours, too.
- L—Listen to those who instruct you to wear them constantly.
- E—Everybody should wear them before it is too late.
- S—Suffering comes to those who fail to carry out instructions.

Our old friend, "Dan" Fitzgibbons, has bought a limousine. He says he doesn't need any horn on it—it has a sign on the front—"DODGE-BROTHERS!"



MT. CLARE CHILDREN AT PLAY

Left: Miss Clara Cox, the "snow bird" of Mt. Clare. Upper right: Alma Mary, 3 months old daughter of Machinist Bradley. Lower: Children of Foreman Thomas Crough, Bolt and Forge Shop



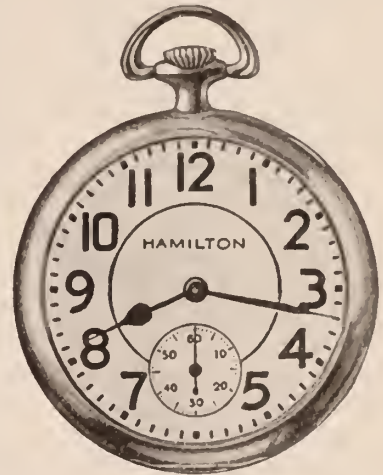
# The Watch that Times America's Fastest Trains

**T**HERE is a "crack" train on every road that is scheduled to "a Mile a Minute" or better, and it's two to one that you'll find that train timed by a Hamilton Watch.

The Hamilton is the Railroad Timekeeper of America simply because it has been tried and proved by performance in railroad service.

The accuracy of the Hamilton is inherent—built in it—as is also that sturdiness which enables it to stand railroad usage.

And so it is that such trains as the Twentieth Century Limited, the Broadway Limited, the Chicago-Washington-New York Limited, the Santa Fe DeLuxe and the Olympian keep to their swift schedule on Hamilton time. Railroad men everywhere appreciate Hamilton accuracy, and no matter if your job is in the coach or engine cab of a "Flyer" or a branch line "Accommodation," the Hamilton is the watch that will keep you to schedule.



**The Favorite Hamilton of Most Railroad Men is the "992"**

This is a Sixteen Size, 21 Jewel model, having a truly phenomenal record for accuracy. Ask to see it at your jeweler's. It will better than pass inspection on all railroads.

For other than time inspection service we recommend our No. 974 Movement. This model gives you Hamilton Quality at moderate price.



# Hamilton Watch

"The Railroad Timekeeper of America"

**HAMILTON WATCH COMPANY**  
LANCASTER, PENNA., U. S. A.



Stanley Roth, Erecting Shop, took a trip to Annapolis recently. On the way back he had a breakdown. He hurriedly sent out an S. O. S. for Papa Galloway. When L. E. arrived, the road reminded him of the Erecting Shop—he didn't know the car had so many parts.

"Shorty" McConnell, Smith Shop, has accumulated a bank account. Looks as if he's getting ready for the house with the green blinds.

Congratulations! G. Scott, helper in the Flue Plant, had the pleasure of a visit in the person of a little daughter on Washington's Birthday. A good name for her would be Martha Washington Scott. Great Scott!

The life of a gang foreman is somewhat complicated when he has to pronounce such names as these: Stasinkiewicz; Subalinsky; Guzerecky; Lewandowsky; Sorebuski; Dawidowicz; Wisniewski; Koshubowski; Czaejoski; Cerkevitch. An interpreter would fit in nicely here.

One of our faithful car men, Julius Reeding, who has served the Company for the past thirty-five years, was pensioned on February 16. We wish him the best of health and luck and trust that he may enjoy them for many years.

#### Welfare, Athletic and Pleasure Association

Our association held its Annual Oyster Roast for members and their families on Washington's Birthday at Arion Park, Wilkens Avenue, extended. About 1,000 members (including their families) were

present. A big time was enjoyed by all and it was declared to be the best affair ever held. About 50 barrels of oysters were consumed.

Superintendent T. R. Stewart was the lucky man in winning a suit of clothes.

"Bill" Eyerly carried off the honors for consuming the most oysters; he certainly made those boys disappear. Mike Haley, "The Ice Cream King" ran him a close second.

Much credit is due to J. Scharnagle, chairman, and the rest of the committee, for the success of the affair.

The Welfare, Athletic and Pleasure Association expects to hold a minstrel show in the near future.

We regret to learn of the death of Machinist Walter Deitz, who was in the service for ten years.

Assistant Foreman Eugene Lappe, Erecting Shop, took unto himself a wife. Guess you will have to ask for nights off now, boy.

#### Big Race—Mount Clare

Pimlico has its Preakness, Kentucky its Derby, but the greatest race of the year will be held on Decoration Day, May 30, by the world's three daring speedsters, J. H. Gibbs, W. G. Hooper and F. P. McConnell. Conditions of the race are as follows:

Distance: 50 miles—Weather—Race to be held rain or shine.

Place: Not yet designated.

Contention: Speed King Hooper in his Flying Maxwell contends that he can place a thirty foot rope on rear of car and that Dare Devil Gibbs in his high-powered Ford

cannot keep slack in rope, and that he will be pulling the H. P. Ford the entire route. Gibbs claimed that instead of being pulled he will be pushing the car ahead all the way. The Blacksmith Shop has selected its driver, Douglas Fairbanks McConnell, a high speed kiddie kar to be used against the above contestants and they wager their representative will pass the joined cars so fast that they will think the 30-foot rope has become entangled in a tree. The competent officials are: Starters, T. C. Issac, G. F. Kline. Judges: W. S. Eyerly, C. Rauchle, W. H. McKenzie. Timers: Jack Conen, "Jimmy" Finnegan. Checker: L. W. Fowler. Clerks of the Course: "Eddie Connelly and L. J. Hook.

To avoid any congestion at the track, all those desiring to place bets on their favorites will see "Joe" Haneke, "Jim" Whelan and A. C. Hensen. Automobiles parked under personal supervision of F. Cole and F. Maguire. Music, ambulance and doctor will be on grounds. ON WITH THE RACE.

The accompanying photograph is of Alma Mary Bradley, age three months, daughter of Machinist and Mrs. J. G. Bradley, and granddaughter of John J. Bradley, Baltimore and Ohio Building.

We also have a photograph of the three children of Foreman J. T. Crough, Bolt and Forge Shop. Hilda, age eight; Vernon, age ten and Emory, age twelve.

Behold Miss Clare Cox, one of our electric welders, who is termed the snow-bird of Mt. Clare. She is about to take her annual January dip.



CUMBERLAND FOLKS

Upper row, left to right: Claim Agent and Mrs. Paul C. Garrott. Mrs. Garrott was formerly Miss Wanda List of Indianapolis; Captain Lee ("Pop") Martin; Mr. and Mrs. Garrott on their honeymoon, crossing Havana Harbor. Lower row: A picture taken in 1910, showing Relief Agent G. W. Stell; Bill Clerk John Herpich; Ticket Agent C. H. Taylor; Traveling Freight Agent J. R. Rick and Bill Clerk John Wickertshiem. "The four horse—" beg your pardon, they're not all horses, are they? Anyway, on their backs we see J. A. Miller and Mrs. Miller, their daughter Elizabeth and son Floyd





Charles Bert, little son of Boilermaker W. H. Riker, Cumbo, W. Va.



Operator O. J. Rash, Hancock, Md., who has shown great interest in the Stop That Leak drive

**Cumberland Division**

Correspondent, J. J. SELL

Assistant Shop Clerk E. Tasker, Keyser, recently entertained the "Queen City Checker Club" from Cumberland. From all accounts a good time was had. The boys are looking for a return engagement. How about it, "Ed?" Or did they trim you too badly on home grounds?

We are still looking for some good shop notes from our old friend "Tom" Grindell. "Tom" says as soon as the dentist can fix him up we will get the notes. No time like the present, "Tom!"

A recent case where individual courtesy on the part of one of our employes was brought to light, was on February 16. The funeral party of Mrs. William Brydon, one of our good patrons, used our Train 36 from Piedmont, W. Va., to Cumberland, and made special request that Passenger Conductor Charles J. Welsh handle the train, because of the consideration and courtesy he had always shown the deceased while using our trains. While this was not Conductors Welsh's regular run, arrangements were made for him to handle the train on this trip.

In connection with the Stop That Leak campaign, a case was recently brought to our attention, where Ticket Clerk George P. Porter, Cumberland, made a new rubber stamp for use in the office, by cutting the rubber letters off an old stamp, and glueing them on a holder, arranging the letters so as to suit a destination for which recently he has had a good many calls for tickets. While this is only a small item, it is the little things that count.

We are able to present a good picture of some of the employes of the Old Freight House at Cumberland, taken about the year 1910. In the group are G. W. Stell, now Relief agent, and John Herpich, bill clerk; C. H. Taylor, now ticket agent; J. R. Rice, now traveling freight agent, and John Wickertshiem, bill clerk.

The Queen City Social Club entertained about one hundred and fifty members and their friends on St. Patrick's Day with a dance and card party at the New Boulevard Hotel. The Club was only recently organized and it is the intention to hold quite a number of like occasions during the year.

It is understood that "Real Estate" Townsend, the Beau Brummel brakeman of Martinsburg, is contemplating a birthday party. For some reason, however, Keyser has not been included in the invitations, although it has been the impression that he was in good standing at that point, as the daily paper is again reporting his arrival in town. This birthday party should be "some affair," as "Pete" gained quite a reputation for the manner in which he handled the ice cream and other refreshments at Keyser sometime ago. We understand this party is principally for some nice little nurses at Martinsburg.

John Barnes, formerly secretary to Division Accountant Sheakley, Cumberland, and now located in Baltimore, continues to make regular visits to the old home town. From the number of inquiries we have had from some of the Baltimore girls, we think Cupid paves the way for more than one journey. How about it, John? Surely you don't tell Mr. Ekin it is all business.

Usually the division engineering corps is called on when matters of importance along right of way are considered, but it is a mystery how R. L. Schramm, levelman, could sprain his foot while walking between ties. We always thought Ralph's foot would span at least three ties.

Some time ago Night Chief Train Dispatcher J. A. Miller spent a vacation touring the West and the California resorts. We have been after a report of the trip for some time, but "Jake" insists he saw so much it would take a volume to tell it. We have succeeded in getting a good picture of himself and family, taken on top of Mt. Lowe, overlooking Hollywood. The group includes Mr. and Mrs. Miller, their daughter Elizabeth, and son Lloyd.

On March 1, our genial division claim agent, Paul C. Garrett, was married at Miami, Florida, to Miss Wanda List, of Indianapolis. We present here a good picture of the newly-weds taken on their honeymoon in the South. They will make their home in Cumberland. Their many friends wish them much happiness.

The new reclamation plant at Cumberland is busy these days, rerolling scrap into bars, and turning out finished products of bolts, etc. The blaze rising from the stacks each night reminds the old timers of the busy days of the Old Rolling Mill of former years.

The Stop That Leak campaign has been receiving marked attention from employes on the division. Everybody is doing his bit to see that every economy and saving possible is made. "It is the little things that count," and each and every employe can help.

As the weather grows warmer, the baseball fever rises. We have a fast team lined up for the coming season, and many good games are anticipated. The grounds in the Mill Yard are being gotten into shape, and every thing ready for the opening game. Any other team on the system that thinks it can play ball should give the boys an opportunity to show them.

Going up? -or down?

HERE is your future charted for you, based on the actual average earnings of trained and untrained men.

Which way will you go? *Up*, through training, to a position that means good money? Or *down*, through lack of training, into the ranks of the poorly paid?

It rests with you. And *now* is the time to decide. Not next year, not next month, but *now*. You can easily get the training that will command a trained man's salary. The International Correspondence Schools have helped hundreds of thousands to qualify for advancement. Let us show you, too, how *you* can prepare yourself, in your own home, for the position you want in the work you like best.

Just mark and mail this coupon and full particulars will come to you by return mail.

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<input type="checkbox"/> Locomotive Fireman	<input type="checkbox"/> TRAFFIC MANAGER
<input type="checkbox"/> Traveling Engineer	<input type="checkbox"/> BOOKKEEPER
<input type="checkbox"/> Traveling Fireman	<input type="checkbox"/> Cost Accountant
<input type="checkbox"/> Air Brake Inspector	<input type="checkbox"/> BUSINESS MANAGEMENT
<input type="checkbox"/> Air Brake Repairman	<input type="checkbox"/> Private Secretary
<input type="checkbox"/> Round House Foreman	<input type="checkbox"/> Business Correspondent
<input type="checkbox"/> Trainmen and Carmen	<input type="checkbox"/> Stenographer and Typist
<input type="checkbox"/> Railway Conductor	<input type="checkbox"/> Good English
<input type="checkbox"/> MECHANICAL ENGINEER	<input type="checkbox"/> SALESMANSHIP
<input type="checkbox"/> Mechanical Draftsman	<input type="checkbox"/> ADVERTISING
<input type="checkbox"/> Machine Shop Practice	<input type="checkbox"/> Railway Mail Clerk
<input type="checkbox"/> Toolmaker	<input type="checkbox"/> CIVIL SERVICE
<input type="checkbox"/> Boiler Maker or Designer	<input type="checkbox"/> ELECTRICAL ENGINEER
<input type="checkbox"/> Gas Engine Operating	<input type="checkbox"/> Electrician
<input type="checkbox"/> CIVIL ENGINEER	<input type="checkbox"/> Electric Wiring
<input type="checkbox"/> Surveying and Mapping	<input type="checkbox"/> Elec. Lighting & Railways
<input type="checkbox"/> R. R. Constructing	<input type="checkbox"/> Telegraph Engineer
<input type="checkbox"/> Bridge Engineer	<input type="checkbox"/> Telephone Work
<input type="checkbox"/> ARCHITECT	<input type="checkbox"/> Mining Engineer
<input type="checkbox"/> Architectural Draftsman	<input type="checkbox"/> Stationary Engineer
<input type="checkbox"/> Blue Print Reading	<input type="checkbox"/> Airplane Engines
<input type="checkbox"/> Contractor and Builder	<input type="checkbox"/> AUTOMOBILES
<input type="checkbox"/> Structural Engineer	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> Concrete Builder	<input type="checkbox"/> Poultry Raising
<input type="checkbox"/> CHEMIST	<input type="checkbox"/> RADIO

Spanish  French  Banking

Name \_\_\_\_\_ Employed \_\_\_\_\_ 6-26-22  
 Present Occupation \_\_\_\_\_ By \_\_\_\_\_  
 Street \_\_\_\_\_  
 and No. \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_  
 Canadians may send this coupon to International Correspondence Schools Canadian Ltd., Montreal, Canada

Please mention our magazine when writing advertisers



A big checker tournament is being arranged between the Colonel and George, which will be pulled off as soon as a suitable hall can be secured for the crowd, who want to watch the match.

Wilbur D. Thomas, time clerk, Division Accountant's Office, Cumberland, has resigned to accept a responsible position with the Kelly Springfield Tire Company. The many friends of Mr. Thomas wish him every success and congratulate the Kelly people on having secured a splendid young business man.

A number of our clerks in the local offices canvassed the division in the interest of Miss Nina Spengler during the recent Good Will Election, and through their efforts the Cumberland Division, as usual, was able to top the list with upwards of fifteen thousand votes.

We understand a big potato crop is anticipated in the vicinity of Great Cacapon. Agent J. L. B. planted his early Irish Cobblers on St. Patrick's Day. Without a doubt there will be a "bumper" this year.

Blueprint still tells us we are leading all Divisions in tonnage performance as usual, and as everybody has his shoulder to the wheel, you can bet we are going to stay there.

Boys, stay at it—STOP THAT LEAK!

#### Office of Master Mechanic

The Baltimore and Ohio Social Club was organized on January 17, for the purpose of effecting a social organization for the entertainment and edification of the supervisory and clerical forces of the Cumberland Loco-

motive Erecting Shop, the Roundhouse, Stores Department and the Car Department, at which meeting the following officers were elected: President, John Howe; Vice-Presidents, A. H. Hodges, C. G. Sutton, T. E. Mewshaw and George P. Hoffman; Treasurer, Thomas E. Grindell; Secretary, Miss Vada P. Drumm.

The standing committees, appointed by the president, are as follows:

**ENTERTAINMENT COMMITTEE:** J. R. Miller, Chairman; R. R. Baird, J. J. Carney, V. B. Coyle, R. A. Conner, H. E. Childs, C. W. Weiskettle, J. R. Smith, W. C. Whistler, H. S. Lamm, W. H. Shaw, T. E. Mewshaw, W. E. Wall, Fred Michel, C. D. Shaffer and J. H. Browne.

**BY-LAW COMMITTEE:** Harry S. Lamm, chairman; Fred Michel, R. A. Conner, J. R. Miller, C. W. Weiskettle.

**IN CHARGE OF PUBLICITY:** Vincent B. Coyle.

The rules of the Club, as to membership, etc., are extremely practical, having been drawn up by Harry S. Lamm, who is noted for his plausible and legalistic trend of thought.

The Club gave its initial dance on February 12. It was a great success from every viewpoint. The spacious offices of the superintendent of shops and storekeeper presented a magnificent appearance; the decorations were of a Valentine character. Special favors were given to the ladies, as well as caps, balloons, whistles, etc. to all the guests and members. The music for the dance was furnished by the original Jazz orchestra of this city. The feature of the evening was a favor dance. Much

praise is due Harry E. Childs, in charge of the decorating committee, for the elaborate and artistic decorations. During the evening, W. W. Wood, chief of Welfare, Baltimore, accompanied by Superintendent Van Horn and Assistant Superintendent T. K. Faherty dropped in unexpectedly and expressed their satisfaction and approval of the manner in which the dance was conducted.

The initial entertainment of the Club proved conclusively that such an organization was in great demand and that it would eventually bring about a great improvement in the spirit of cooperation among the employes of the various departments.

It will be the policy of the club to renew these entertainments once a month during the spring, and for the summer months, other social activities are under contemplation and consideration.

Let us introduce Lee ("Pop") Martin (not as old as he looks), captain and star forward of last year's Bando basketball team at Cumberland, apprentice at the Cumberland Shops. Lee is playing a great guard game this year for the strong Knights of Goodfellowship team at Cumberland, contenders for Maryland State title. Lee is considered one of the best all around players ever developed in this section.

Our heartfelt sympathy is extended to Miss Mabel M. McClintock, A. R. A. clerk, Office of Master Mechanic, in the loss of her mother, who died on March 6.

Our electrical foreman, C. D. Shaffer, is wearing a smile these days. Why? The roads to Frankford are getting good.



Upper left: Frederick H. Rhoe, son of H. E. Rhoe. Upper right: Vivian, Watinetta and Eleanor, daughters of Engineman Deakins. Below: (see notes).



Bubbles Baird, timekeeper, Stores Department, is suffering from a severe cold. Bubbles claims his car has been jacked up for the winter and we are at a loss to know the reason for his cold. Has anyone any excuses to offer?

"Jake" Brown claims he is too old to bother with the fair sex, but judging from his numerous trips to Washington, we feel that, "it won't be long now."

Keyser, W. Va.

Correspondent, H. B. KIGHT

It is with deepest regret that we report the untimely death of Yard Brakeman Carl Cunningham, who lost his life while in the performance of his duties on March 7. Of a sunny disposition, always meeting his fellows with a smile and cheery word, he will be greatly missed. The esteem in which he was held was manifested by the beautiful floral emblems sent by his many friends. To his bereaved family we extend heartfelt sympathy.

Engineman J. B. Shultz is getting ready to attend a meeting of the Air Brake Association at Denver.

All furloughed men have been recalled to their former positions at the Car Shops, and the shops are working to full capacity—while Keyser rejoices.

A Carnegie medal is due Yard Brakeman Hughie Russell, who rescued a little boy, who fell through the ice, while skating. Brakeman Russell heard the boy's cries and jumped into the water, bringing the boy out to safety.

Just to remind those using the gates at the Keyser Passenger Station! SHUT THE GATES! If you won't practice Safety on your own account, THINK of the other fellow, or the passenger who might be injured. The station porter will open them at the proper time.

What's the matter, M. & K. and Hardman??? Doesn't anything ever happen out your way that would make news for the MAGAZINE?? Send it in.

Some class to the callers at this station! They have one of the neatest and cleanest offices on the system. "Shorty" Parish and his assistants are to be complimented. You, too, Elwood, only thought I had better give "Shorty" all the credit for that nice office.

Time and again mention has been made in the MAGAZINE, relative to a chapter of the Veterans at Keyser. It looks now as though this is soon to be a reality, since Safety Inspector Sirbaugh has a list of about 100 names of employees who have signified their intention of joining. There are many veterans on the West End of the Cumberland Division and we are glad that they have decided to organize a chapter.

I wonder if you read all the items of the various division correspondents that appear in the MAGAZINE? Do this and keep in touch with the friends of yore, whom you often think about. Sometimes I meet some old railroad man who inquires of me, "Is Adam Keller, or 'Dick' Purdy" (or some other old fellow whom they once knew) "still living?" Yes, these men are still with us, grown old in years, yet ever thinking of the good old Baltimore and Ohio, which they served so long, and which now gives them a pension. Let's go to see the old fellows occasionally; they will appreciate it, I know, for I call on them, and they tell me that they are glad I came.



Chief Caller "Shorty" Parish, Keyser

Thanks, Mr. Tasker for your notes. They are interesting and help, and I appreciate your cooperation.

"Bill," the genial night porter at the passenger station, says his middle name is "Service," and if you want anything done, command him.

The accompanying photograph is of the three interesting daughters of Engineman Frank Deakins. Reading left to right are: Vivian, Wanetta and Eleanor.

Little Frederick Rhoe, in the accompanying photograph, is the son of a proud daddy, Brakeman H. E. Rhoe.

We are glad to see Colonel Lavelle back among us again after having been housed up because of illness.

"Mart" Sayre, who served our Company for 60 years and who was recently pensioned, informs us that he expects to make a visit to Baltimore soon, to call on some of his old friends. Watch him, "Van," and don't let a street car run over him. (Better come down with him, Harry, then I can watch you, too. Editor.)

Miss Ruth Welsh, recently our boiler clerk, has accepted a position at the Coal Billing Office, this station. We wish her the best of luck in her new position. "Bill" Ravenscraft fails to make his 4.30 p. m. report since Ruth has left.

Sickness has played havoc with the forces in the Master Mechanic's Office during the past month. At this writing Misses Wells, Wagoner, Woolford and Mrs. Gordon are absent because of illness. Miss Longsdorf has recently returned to work. Mrs. Dietz, wife of shop clerk, is also suffering from a severe attack of bronchitis. It is our sincere hope that all will be fully recovered by the time this item appears in the MAGAZINE.

It has recently been discovered that we have a full fledged cartoonist in our midst, and we feel sure that he will give the readers of the MAGAZINE the benefit of his talent in the future. How about it, Huh?

Miss Laidlow has accepted the position as boiler clerk in Master Mechanic's Office, made vacant by transfer of Miss Welsh. While Mary's absence from the Roundhouse Office will be regretted by many, we are sure that her present position will be most congenial.

The accompanying picture shows some of the members of the supervising force of the Car Department who were present at a recent staff meeting held by Car Foreman Stanley.

**\$25 A DAY**  
**Selling Shirts**  
 Large shirt manufacturer wants agents to sell complete line of shirts, pajamas, and nightshirts direct to wearer. Advertised brand-exclusive patterns—easy to sell. No experience or capital required. Entirely new proposition. Write for free samples.  
 Madison Shirt Co., 503 Broadway, N.Y.C.

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 SPECIAL SAVINGS DEPARTMENT  
 Interest paid every six months from date of deposit

WATCHES CHAINS  
**FRANK P. GREENWADE, KEYSER**  
 Representing F. C. Stauring  
 CHARMS REPAIRS  
 Easy Terms to Baltimore and Ohio Employees

The success of the Good Will Campaign recently held in this territory, is attributed to the efforts of Miss Lena Crabtree and Miss Stemple, stenographers, Master Mechanic's Office.

The speech of "Do Do" at Hardman producing the most gratifying results, it is still a question between Mr. Edwards and Mr. Carney, if the remarks as made by her, or her Russian boots, were the means of making the "boys" liberal in their contributions.

While the weather is now becoming more favorable daily, it is up to "Dusty" to secure pictures for the MAGAZINE of our lady A. R. A. clerks, making their weekly tour of the shop tracks, becoming familiar, by personal observation, with the various repairs and parts used, and repairing freight equipment from the wheels to the top nut of the brake staffs.

While the shop clerk was wending his way home to a delayed dinner, about 8.10 p. m., a few nights ago, he noticed one of his stenographers, frantically open the door of her residence on Piedmont Street, opposite the Reservoir, hurriedly glance down the street and retreat to the house again, before he had an opportunity to speak to her; she only looked one way, emitted a long sigh and disappeared. On his approach to James Street, he found the cause of her anxiety; in fact, IT had the same name as the street.

Mrs. Orndorf was recently asked to take a chance on Mike's automobile, but stated that never again would she take a chance, as she took a chance several years ago and won. "But," she replied, smiling very sweetly at Marshall, "look what I got."

"Beans!" said 'Dusty.' "Don't say beans to me. I have eaten beans until all of my joints now have ball bearings and have got 'Chicken' and myself to be expert tennis players, banging the beans across the table to each other. Even the old rooster at the house sounds like a 'Tin Lizzie,' walking around the poultry yard from picking up strays."

The Queen City Checker Club, composed of the crack checker players in the Superintendent's and Division Accountant's Offices at Cumberland, and champions of





Operator F. N. Reis, Deer Park, Md., and his home, which was purchased through the Relief Department

the Maryland District, under the leadership of Captain J. J. Sell, journeyed to Keyser and engaged in a series of games at this point.

It was regretted that "Abe" Kesner, acknowledged checker champion of the System, and holder of the "Nickel Plated Umbrella," and "Pete" Noone, ex-champion, were absent because of pressure of duties. With the talent brought along, however, their showing was anything but creditable, and the bunch were lucky enough to have sufficient Piedmonts to last them back on Train No. 4. "Grannie" Messman failed to win a game, and "Hottie" was allowed to win the last game to uphold the reputation of South Cumberland.

East and West End employes will recognize in the accompanying photograph "Shorty" Parish, chief caller at Keyser. "Shorty" posed for this picture to be run in connection with the remarks concerning "the cleanest Caller's Office on the System." He has promised to get us a picture of his office for a future issue.

#### Martinsburg

Correspondent, W. L. STEPHENS

Noah Edgar Walker and Miss Myrtle Irene Effert were married at the Winchester Avenue Christian Church on February 10. The groom is a bridge helper in the bridge shop.

The auxiliaries to the rail organizations of this city have been very active during the winter months. Increased activity has been noted in all these organizations. The service side has been developed to a greater extent than has been the custom for some-time. Socials have been held at the homes of members.

Recently the ladies of the B. of L. E. surprised a fellow member, Mrs. L. B. Dorn, North Queen Street. The Sunshine Orchestra and refreshments added to the pleasures of the evening.

Perhaps the most interesting and impressive occurrence ever witnessed by Martinsburg railroad men took place at the annual meeting of the Veterans' Association. President Willard, on behalf of the local association, presented fifty-year service buttons to four of the members who had served the Baltimore and Ohio faithfully for over 50 years. Horace Tabb, retired operator, entered service April 1, 1867; N. C. Fellers, retired pumper, entered service January 1, 1868; C. J. Faulkner, Company counsel, entered service January 1, 1868, and is still in active service; W. G. Edwards, storekeeper, entered service April 18, 1871 and is still in active service.

To serve one firm or corporation for so long a time does not fall to the lot of many men. The average span of life is too short and coupled with temperament and other

conditions causes most men to shift from one job to another. The years these men have spent in the employ of the Baltimore and Ohio are a positive testimonial of their fulfillment of a trust. It is employes such as these who build for success and make failure impossible.

Thomas Sakeman, retired fireman, celebrated his 78th birthday at his home on Commerce Street. Uncle Tom enjoyed the evening and the good things to eat, especially a large birthday cake. The only fly in the ointment was that Clay Toup could not come. He must retire very early or he will oversleep the next morning. "Jim" Hartley had to go to the movies and begged to be excused. Otherwise the evening was a huge success.

Mrs. Martha W. Caskey, widow of Captain Edward Caskey, died at her home, 635 North Second Street, aged 70 years. Death was caused by heart failure. Three sons survive.

James Harvey Thorpe died in a sanatorium at Sykesville, Md., where he had gone for treatment. Mr. Thorpe was a retired machinist helper and a former resident of this city but had been living in Cumberland, Md., for 25 or 30 years. The remains were brought to Martinsburg for burial.

#### Deer Park

Correspondent, F. W. REIS

Our photo shows Operator F. W. Reis and his home. Mr. Reis entered the service on June 13, 1898. His home was built



Left to right: Plant Inspector C. L. Kittle; Timekeeper Carl Welsh, (a recent benedict), and Superintendent J. H. Bade of the plant at Finney, Ohio

through the Baltimore and Ohio Relief Department 14 years ago.

STOP THAT LEAK, Car Distributors, by being sure that a grain car will hold grain. Our Company pays for a very large amount of grain lost in transit.

Paw Paw, W. Va.

Correspondent, M. L. SHARON

Since our last notes we have been making a few trips around visiting Veterans. One in particular is worthy of note. I went to Martinsburg along with our old friend A. C. Hardy, to the Veterans' annual meeting January 20. We enjoyed Mr. Willard's fine talk to the Veterans and employes, also that of Mr. Galloway. Then along came Charley Auld wanting to know if we had brought any "Mountain Dew" along. Charley ought to know that we don't take any of the dew down that way. Of course we are not mayor of Paw Paw, but if Charley ever gets hold of any old dew and comes down our way, we may have the pleasure of handing him a few points of law, as Judge in the Mayor's Office.

Paw Paw is one of the large freight paying stations on the Cumberland Division, and prospects are fine.

"Bill" McBee, assistant to agent, Sterling, has been on the sick list, but is now at work again.

There is prospect of a large cold storage plant at this station in the near future. We understand it is to be built by the fruit growers of this vicinity. This will improve the storage facilities for fruit materially, especially apples, and should increase our revenue.

Much sickness is prevailing in this neighborhood, and we have recently lost many of our old time residents through the visit of the Grim Reaper.

Your correspondent was rusticated around Martinsburg a few days ago. He didn't manage to see Charley though.

#### Timber Preserving Plant

Green Spring, W. Va.

Correspondent, E. E. ALEXANDER

At the time our February notes were due we, in company with Assistant Maintenance Engineer G. F. Eberly, were making an





Loading piling at platform, Timber Treating Plant in background; portion of tie yard on left; Central Creosoting Company's Plant, Finney, Ohio

inspection of treatment ties on the Charleston Division. It was our first trip over this section and we learned much. No wonder Superintendent Trapnell is proud; they're all railroad men from the heart, with the Charleston Division of the Baltimore and Ohio their prime interest.

Cold? Oh, boy! We say it was. If you don't believe it gets cold out there, just try a trip up the mountain from Camden-on-Gauley on a motor car, at 7.00 a. m. without a windshield and with the thermometer hovering around zero. It's great—ask Eberly!

We could tell a lot of our trip but the cruel editors limit our space. Among those we had the pleasure of meeting were Division Engineer R. Brooke, a busy man; Trainmaster Deegan, a live wire; Supervisor D. S. Westfall, a work train specialist; Supervisor "Mike" Harrington, no derailments allowed; Supervisor T. J. Conley, who knows his men; Dispatcher Cabbage, formerly of the Cumberland Division, and others.

We had hoped to have the pleasure of a little visit with our old friend Superintendent Trapnell, whom we first knew on the old Hampshire Southern, and to meet his able secretary, Correspondent Jones (now on the MAGAZINE), but time did not permit.

Another tip, Harrington knows where to eat, but when in Gassaway, stop at the Valley Hotel.

### Safety First

We consider the activities of our Safety Committee during 1922 worthy of mention. All members are alert to unsafe conditions and practices. Quite a number of corrections were made and we feel confident a number of possible accidents prevented by their watchfulness.

Committeeman Irving leads with number of items observed and reported, with Committeeman Myerly only one item ahead of Committeeman Chesshire for second place and Committeeman Gross and Stottlemeyer tied for fourth position.

Sevolf says: "Better get the Safety First idea in all things. If you must be fast, put a rein on it; let Safety First be the rein."

Through the courtesy of the committee we received a copy of Cumberland Yardmen's Review and Directory Yearbook 1923, by and for Terminal Workers. The safety hints and general information for

welfare of employees we considered of such interest that it is being passed among Plant employees.

The Hampshire Review, a local paper, in its January 10th issue produced the cut of "Our Ladies" published in December MAGAZINE. This paper takes a friendly interest in us, and from time to time has reproduced, through the courtesy of our MAGAZINE, cuts that were of community interest.

55,383,515 cross ties, 166,150,545 cubic feet, were reported treated in 1921. This is approximately half of the total number of ties used by the railroads that year. Of this number the Baltimore and Ohio Plant alone treated 1,232,508 besides a considerable quantity of other material.

F. G. Catlette, formerly agent at Newburg, was appointed agent at Green Spring on January 15.

Supervisor and Mrs. E. E. Alexander and Chemist and Mrs. R. N. Angier attended the American Wood Preserver's Association

## NEW KIND OF HEAT!

Famous OLIVER Oil-Gas Burner does away with dirty coal and wood—ends roasting Summer kitchens. In one minute without changes makes any range a real gas stove—turns on and off with valve just as you need it—burns 95% air, 5% oil. Bakes and cooks better than coal. No fire to make, no wicks, ash, ashes, dirt, smoke. Perfect all season cooking, baking and heating. THIRTY DAYS FREE TRIAL. Special Low Introductory Price. **Agents Wanted** Write today for attractive booklet. "New Oliver Gives Forde Kind of Heat." sent Free postpaid. Ask For Sales Plan. **OLIVER OIL-GAS BURNER & MACHINE CO., 2099-D Oliver Building St. Louis, Mo.**

Convention at New Orleans during the latter part of January.

Treating Engineer J. R. Myerly, who was inspecting treatment of ties treated by the Watkins Creosoting Co., Metropolis, Ill., has resumed his regular duties at the Plant.

Treating Inspector and Mrs. C. L. Kittle, Lawrenceburg, Ind., announced the birth of a son, Earl Stanley, during the latter part of January.

Tie Inspector A. E. Irving recently moved into his new bungalow.

Other employes building here since our last report include Trackman Emery Twigg, Laborer W. L. Dayton and Section Foreman Albert Lewis.

Death has removed several from us since our last items were penned. Among employes affected are: Laborer J. H. Shrout, whose little six year old son, Fisher, died on December 27; Tieman Edward Wagoner felt the loss of his mother, Mrs. Charles Wagoner, who died on Christmas night; Switchman W. F. Kesler lost a nephew, "Billy" Kesler, brakeman, Morgantown; Tieman N. B. Hinkle lost his father; Mrs. G. N. Teeters and Tieman Earl Robinson feel deeply the loss of mothers, while Tieman G. R. Stewart mourns the loss of his youngest daughter. Truly death is no respecter of persons. These have felt the touch of death and found the friendship of friends.

Christmas, New Year, Winter—all passed. Does it not impress you how rapidly we, too, are rushing to our journey's end?

A number of railroad employes here have been on the sick list. In fact it resembled a "flu" epidemic. Physicians have been kept busy; not a home has been missed. Several continue quite ill at this writing.

### Stop That Leak!

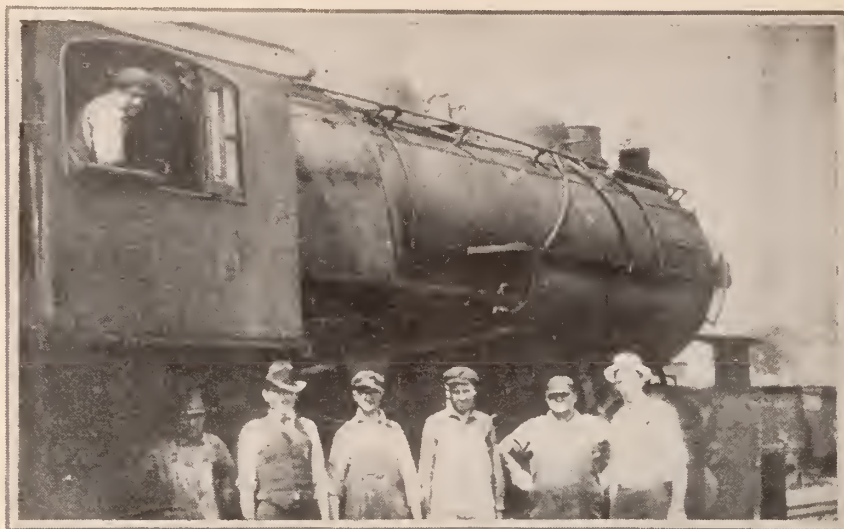
The railroads are paying out annually millions of dollars in loss and damage



Superintendent Bade, Central Creosoting Co., telling Engineer Maintenance of Way S. A. Jordan about thorough penetration. The other interested listeners are, left to right: Plant Inspector Kittle; W. P. Abbott, former assistant division engineer, Cincinnati Terminals; Division Engineer J. H. Hewes, Jr., St. Louis Division; Signal Supervisor J. W. Kunker, St. Louis Division and Cincinnati Terminal

Please mention our magazine when writing advertisers





**ENGINE 2761, HER CREW AND A FEW VISITORS**

Engineer James Buhler, in cab; left to right are Brakeman E. A. Michaels, Superintendent Central Creosoting Company J. H. Bade, Conductor Charles Childers, Brakeman O. M. Rink, Fireman W. G. Lane, Plant Inspector C. L. Kittle. Picture taken at Finney, Ohio

claims. It was our privilege recently to attend a special meeting at the U. S. Forest Products Laboratory, Madison, Wisconsin, where special research work is being done toward reduction of this great loss. Elaborate experiments have been and are now being conducted on proper packing and proper construction of containers for shipments. Packages are submitted to usual warehouse, transfer and car abuse, while under observation. The proper spacing of nails, the value of an additional nail and wire bindings clearly proven. If it could be afforded, an educational campaign similar to our Safety First and other movements would prove profitable. A liberal distribution of results of the laboratory studies among shippers is another suggestion. Meantime from observation we feel sure that a little more careful handling of present containers by station and warehouse employees will materially reduce that leak. We have had some experience.

We find we must omit several of our notes made from time to time, but ask space to present a few pictures taken on Western Lines, at the Central Creosoting Company's

Plant, Finney, Ohio, regularly engaged in treating ties, piling and other material for our lines.

### Connellsville Division

Correspondent, C. E. REYNOLDS

Fred Damico and Miss Emma Revilla of Somerset were quietly united in Holy Matrimony at Cumberland, Md., on February 24.

The groom has been employed by the Baltimore and Ohio as machinist's helper for a number of years, and has served one enlistment in the Medical Corps of the U. S. Army. The bride was formerly the accommodating ticket dispenser at the Palace Skating Rink. They will reside on South Center Avenue.

### Pittsburgh Division

Correspondents, EARL N. FAIRGRIEVE and MARY E. BREEN

Our old friend "Sam" McElroy, has just returned from a long visit to Florida. He had a great time; his report is verified by

his appearance. Mr. Mac tells us he had some difficulty in becoming accustomed to the gentle breezes of the South and that he was glad to get a good cold day or two on his return to Pittsburgh.

Miss Teresa Kenny, until lately one of our clerks in the Car Distributor's Office, has been in St. Margaret's Hospital undergoing treatment for a mastoid. She is now at home and on a good road to recovery.

Although Cupid has been hanging around for a good while with his eye on several of us, he has succeeded in getting only one—Anne Griffith, of the Division Accountant's Office, whose wedding took place on the first day of Spring, March 21, at the Baptist Church, Hazelwood, at 7.40 p. m., there being some notion about the upward stroke of the clock. Anne went around for a good while, wearing quite a large grin, but when asked about the cause thereof, always denied that it was anything but her natural look. She was presented with a chest of silver from her many friends in the building, initialed with a nice little "S," which means Percy Stevens (we nearly forgot him, but he's the other half.) With Anne go the best wishes of everyone in the building; we only hope that her husband is able to survive the first few meals, for after that, they say a man can eat anything at all.

Here is a picture of Marguerite Hays, two year old daughter of Engineer "Ed" Hays. Looks as though Marguerite has every intention of growing up to be a little vamp.

Death, the Grim Reaper, has removed from our midst the oldest clerical employe in point of service on the Pittsburgh Division, H. S. MacConnell, cashier's clerk, Pittsburgh Terminal Agent's Office. Mr. MacConnell was born on July 13, 1856 and entered the service of the Baltimore and Ohio March 1, 1884. "Mac," as he was familiarly known, was a hard and earnest worker, and during his 39 years of service was loyal and untiring in his efforts to serve the interests of the Company. We mourn his loss and extend to the bereaved widow our sympathy, in this, her hour of sorrow.

Another employe, also a veteran in point of service, connected with the same office in the capacity of assistant agent, was stricken with pneumonia, and passed to the Great Beyond within twelve hours after Mr. MacConnell. We refer to L. W. Turner, for a number of years connected with the Terminal Agent's Office, Pittsburgh, and who at the time of his death occupied the position of assistant agent. Mr. Turner was born on June 22, 1879, and



Two-year-old Marguerite Hays

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Watches — Chains — Charms sold to Baltimore and Ohio Employes on cash or payment plan

Name .....

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Do you work for Baltimore and Ohio? .....

Division..... Capacity.....

CUT OUT AND MAIL

TO ANY OF OUR

STORES.



first entered the service of the Baltimore and Ohio at Pier 22, New York on February 1, 1899. Like Mr. MacConnell, he was faithful and untiring in his efforts—a loyal and true servant of the Road. To those whom he leaves behind, we extend our sympathy and trust they may be comforted in the consoling fact that he has gone to his just reward.

Friends and acquaintances of Assistant Trainmaster W. C. Neagle, Pittsburgh Terminals, will be grieved to learn that he was the victim of an unfortunate accident and is at present confined in the Homeopathic Hospital, Pittsburgh, with a broken leg and other painful injuries. "Uncle Billy," as he is familiarly known, was off duty on the day he was injured. While riding down Liberty Avenue in his automobile, he came upon some children who had become confused and in order to save them from injury, he steered his machine into a telegraph pole, and thus, while acting in the role of a hero, was painfully injured.

We are sympathizing with "Uncle Billy" in his mishap, and trust he will rapidly recover and resume his duties in our midst. We rejoice with him in his presence of mind, although resulting disastrously to him, whereby he was able to save the lives of these children, and we feel that he is happy in the fact that it was so.

We extend our sympathy to Mrs. Naomi Hetzel, secretary to Terminal Superintendent Martin, who was called to her home in Berkeley Springs recently by the death of her mother.

There are quite a number of musicians and some comedians in the passenger station at Pittsburgh, also some song birds and imitators, and some ladies in waiting, and some brides—to be—some day. You should hear "Bud" Ryan sing. His rendition of Mr. Gallagher and Mr. Shean is a treat. Some day this boy will forsake the file clerk game and entertain countless unseen guests "listening in" on the radio. He's good, this boy, but we are afraid the goblins will get him if he doesn't quit paying so much attention to the ladies.

Dear Reader, after perusing these notes, don't forget the adopted slogan which the Management is endeavoring to have you observe: "STOP THAT LEAK."

**Glenwood Roundhouse**

Correspondent, JANE P. PASSMORE

Our road foreman of engines had a great deal of trouble with boils. Don't worry, Mr. Berg; each one is said to be worth \$100.00.

We feel that Carpenter H. T. Haslop, Pittsburgh, should be commended on his quick action in extinguishing fire in dining car No. 1003, attached to train No. 77, caused by an overheated stove in kitchen. Mr. Haslop extinguished the fire and went with the train to Wheeling to be sure that there was no further danger. We are glad to see that employees are on the alert and on the watch for conditions of this kind.

**STOP THAT LEAK!** There are so many opportunities where employes can Stop A Leak, no matter how small the leak might be, that in time the saving would grow. Let us always be on the watch for that tiny leak. **STOP THAT LEAK!** That is one thing that we don't want to grow.

Write about your observations of any leaks to: **STOP THAT LEAK**, Mount Royal Station, Baltimore, Md.

J. E. Kerr has been transferred from Allegheny Shops to Master Mechanic's Office, vice A. T. Satterfield, resigned to take up other duties.

A word of praise goes to Agent J. W. Dashiell, Glenwood, for his courteous treatment and prompt handling of affairs pertaining to the Agent's Office. Everybody speaks well of Mr. Dashiell and the Pittsburgh Division should feel complimented in having men like him.

Yes, we heard about it, George. Kaufman & Baer, our large department store, had a sale, which a certain boiler foreman took advantage of and purchased a suit.

Foreman F. J. Yost is all smiles. Yes, it is a boy!

Cigars were passed around recently by Pipefitter J. J. Voltz on the arrival of a girl at his home.

**Glenwood Back Shop**

Correspondent, FRANCES E. LEEPER

"STOP THAT LEAK" is evidently the Baltimore and Ohio password and Glenwood seems fully aware of the fact. Everybody, everywhere and all the time is saving material and time by carrying out the instructions of their superiors, which is the first part of stopping the leak. We hope to have more on this subject for the next issue of the MAGAZINE.

Congratulations, Miss Spengler! The boys certainly did enjoy your visit, and all are looking forward to the time when you will come back and tell us all about your trip. The best wishes of the Glenwood Shop employes are with you.

Miss Goldstrohm (Tillie the Toiler), is back on the job after being on a furlough since November.

We were all sorry to hear of the resignation of J. H. Gallagher, leading A. R. clerk, but we find a new happiness in the person of F. L. Berkeybile, who has been appointed to fill Mr. Gallagher's position.

Things are beginning to look natural once more since the shops have resumed full operation, at least in the way of old timers coming back on the job. C. E. Pury and "Mike" McEvoy are just two we can mention right now, and, believe me, they are making things hum in the Car Foreman's Office!

I notice one of our worthy air brake repairmen, W. Degenhardt, has secured a license (not a bear hunting license this time), to wed Miss Pearl Metz, of Library, Pa. He doesn't know we have her name, but we fooled him this time. Watch the old Ford, "Bill." Congratulations!

**Monongah Division**

Correspondent, ANNA MARY UNKS

The following was written in 1892 by S. M. Stutler, a 5th Division brakeman, and has been kept and cherished by a few of veterans of the old days—

I will sing you something new,  
Of a Fifth Division crew,  
On the 19674;  
Old Morris rides the rear,  
Collector gets on his car,  
And Major on the front lets them go;  
When we get behind old Thayer  
On the 1394,  
We make old Murphy sweat behind the  
shovel;  
She's the only boat that's in it—  
She can make a mile a minute,  
Sliding down the hills and o'er the level.  
Old Gilbert hauled the crew  
On the only '92  
But Philips made him pile them up accord-  
ing;  
At the Flemington middle switch  
There he piled them in the ditch,

**PAINT**

**SAVE MONEY - ORDER BY MAIL DIRECT FROM MAKERS**  
"Our 32 page Illustrated Booklet, 'The Magic Story of Paint and Varnish' will tell you how best to select paint for the longest wear, for best results, at the lowest price. It contains full instructions compiled by an old Master Painter, for the application, as well as other essential things to know about paint and its uses. This valuable Book together with sample for testing and color cards FREE.

**WRITE TODAY**  
**C. E. LIVELY & CO.,** 444 United Bank Bldg.  
Cincinnati, Ohio.

But Major got the worst end of the bargain. Old Gilbert cursed and roared  
When he went before the board  
And the great men tried him on the carpet.  
Oh! the recommend was plain  
With the Superintendent's name,  
Then he had a chance to take his eggs to market.

If you'll give me your attention  
There's a man that I will mention—  
He's a runner on the 1397;  
He's six foot in the air  
And you'll always find him square.  
He's a buster and his feet are number 'leven  
When he gets against the hill  
Bradford says it is a pill  
For to keep there steam enough to move her;  
He can make her puff and smoke  
While old "Jimmy" makes her float,  
With the Middle Island River running through her.

There's a thing that's often tried  
That the brakeman has to ride,  
The people on the skin have named them  
"hoppers,"  
When we get them in the rough  
You may bet they have to go,  
When Moran gets a chance to try these  
rockers.  
Oh, you ought to see them shake  
When we let off all the brakes.  
And go adown the Long Run helterskelter;  
Every hopper tries its best  
For to outrun all the rest,  
And we have to run to Cornwallis for water.

If the Master of the skin  
Would just give us links and pins,  
We could put a train together for to move it.  
When they give us what we need  
You may bet we make the speed.  
Oh, the Branch boys they know just the  
way to do it.  
Uncle Joe's a sober man  
And he gets it on a plan,  
And he always make us mind the rules  
according,  
If a car should jump the track  
He will rip us up the back.  
And give us thirty days to bind the bargain.  
—S. M. Stutler



Frances Pauline and Henry Paul, Jr., children of Machinist Apprentice H. P. Madera. Grafton, W. Va.



The photo on preceding page shows Francis Pauline and Henry Paul, Jr., children of Machinist Apprentice H. P. Madera of Grafton, W. Va.

The accompanying picture is of Mr. and Mrs. John Cassell. Mr. Cassell, now 85 years old and retired with honors from the service of the Baltimore and Ohio, came to work with the Railroad in 1859 as grease wiper. He worked here until the beginning of the Civil War, when he answered the call of the President and served throughout the duration of the war. He was mustered out in April, 1865 and immediately re-entered the service of the Baltimore and Ohio at Grafton.

He served in various capacities for 49 years, and in 1908 was retired. Since that time he has been living on his farm near Grafton, enjoying his well-earned rest. Mrs. Cassell is 74 years old.

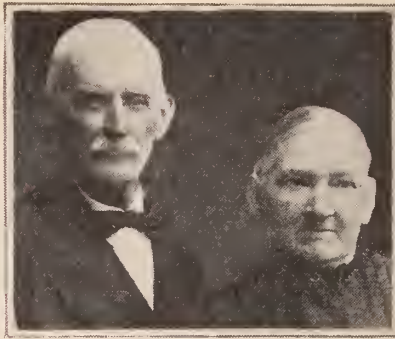
Superintendent B. Z. Holverstott has resigned, much to the surprise of his friends and acquaintances. Mr. Holverstott has held various positions on the Monongah Division, working himself up from the clerical force to the position of superintendent of the division. He has been a pleasant and efficient "boss" and we liked him. We regret seeing him go from our midst.

The only change that has been made in the Superintendent's Office is the removal of Mary Jane Tierney, secretary to Mr. McClung, assistant superintendent, to the Trainmaster's Office. It is deplorable to think of poor Mr. Manning having to work in the same office with a girl. Cheer up, Dick, the worst is yet to come.

Lost—A small rectangular shaped scrub brush. Finder kindly return to the Baltimore and Ohio Medical Examiner's Office and receive reward.

Attention—Boys and Girls—Don't get excited when Carl Theis, second trick chief dispatcher, frowns. That is only his "moving picture face."

Mr. Robey is still our clever and efficient first trick chief dispatcher.



Mr. and Mrs. John M. Cassell

Fred Cole, chief clerk to the general yardmaster, Clarksburg, W. Va., promised to send me some pictures of Ray and himself for the MAGAZINE. Did they get lost in the mail?

### Charleston Division

Correspondent, M. W. JONES

Secretary to Superintendent

It's best to keep a smilin',  
For a smile's a kind o' net  
That catches by beguillin'  
Just the thing it wants to get.

So keep your smile a spreadin'  
Crack a jolly joke or two,  
And you'll find that things come headin'  
Straight for smilin' folks like you.

There is nothing like being in the "swim" they say, but we most sincerely hope that Messrs. Schide, Severns and McOsker won't be in the swim in the West Fork River this summer after they get the work done which is now occupying their spare time, even to the extent of keeping them away from church on Sunday. Listen—they are building themselves a motor boat. Rumor has it that the recent trip they made into the surrounding country on a holiday was for the purpose of cutting down trees to drag into Weston, cut up into boards and build them a little boat. Messrs. Schide

and McOsker are tall and thin, maybe they could swim out if the boat sinks, but as the Spanish say "Quien Sabe" (who knows) what would happen to "Bill?" We fear that between the shady narrow banks of the dear old West Fork there is not sufficient room for him and the water. Let us hope for the best. Maybe they could walk out on dry land after "Bill" fell in. Developments are awaited with interest. (Baltimore papers please copy.)

Headquarters at Weston had some honored guests recently. One day there arrived in town: W. R. Pitt, special accountant; L. W. Fowler, division accountant, Mt. Clare; W. C. Barnes, division accountant, Grafton; S. J. Jewett, division accountant, Akron; H. H. Summers, division accountant, Washington, Ind., and C. J. Miller, chief M. P. Bureau, Mr. Hill's office, Baltimore. They held a meeting with our division accountant when "weighty matters" were doubtless considered. Good will surely result from the meeting of so many highly trained minds. The visitors were forcibly impressed with the entertainment given them, they also were highly pleased with our division's efficiency. The entertainment committee consisted of Messrs. Schide, Severns, McOsker and D. T. Cutright.

It is with great regret that we have to record the death of Agent W. E. Hoyt, Walkersville, W. Va., in the Johns Hopkins Hospital, Baltimore, on February 28. Mr. Hoyt was taken suddenly ill on February 26 and rushed to Baltimore where an operation was performed from which he never rallied. Our sincere sympathy is extended to Mrs. Hoyt. We have all lost a good friend, and the Baltimore and Ohio an efficient and loyal employe. Born in 1857 Mr. Hoyt entered the service of this Company as agent-operator, Ohio River Division, in 1884, and has been with us practically ever since. He went to the Coal and Coke as agent at Walkersville in 1908, where he remained as agent until he was taken to the hospital. His record is a good one, and one to be a cause of pride to his surviving relatives.



With the whole-souled help of officers and men, the Charleston Division smothered all competition this year when it put the Gassaway "Y" over the top to the tune of 540 members



R. K. McMillian, born in 1889, entered the service of this Company as a brakeman on November 21, 1922, at Gassaway. Through the overturning of an engine at a slide on January 29, Mr. McMillian received injuries from which he died the same day.

Mr. McMillian leaves a widow and three small children, to whom we extend our sincere sympathy.

Many of you may remember hearing, when you were small children, the nursery rhyme which begins: "Hark, hark, the dogs do bark, the beggars are coming to town." Thereby hangs a tale, or rather two "tails," because this is the story of two dogs. Recently Major Brooke and W. H. Schide decided that they would like to go in for hunting when the opportunity offered. They procured for themselves from a very distant point somewhere in Ohio, two pointers. These duly arrived and have been christened with due ceremony, "Virginia Bab" and "Lady Van Mar." We hear that the game in the vicinity of Weston has sent out an S. O. S. in the form of laws which will prohibit Messrs. Brooke and Schide from hunting anything but sparrows and sparrow hawks.

#### Don't Waste Transportation

The attention of everyone on the Division has been called to a very interesting circular letter issued by Superintendent of Transportation Curren, under date of March 7. The car situation is getting much tighter. Advices are being received from various parts of the country of warehouses blocked with outbound traffic on account of lack of available cars. An important matter brought out by Mr. Curren is that the amount of traffic which the Baltimore and Ohio will enjoy will depend in a great measure on the available car supply. Everyone can help in this campaign. Agents, particularly, can ask our patrons to load all cars to full carrying capacity, to load all cars on the day they are placed, to unload all cars on the day they are placed, regardless of the free time allowed and by confining their orders to actual and immediate requirements for the day.

Train men can help us by calling attention to any delayed cars. In fact, there is no employe on the Charleston Division who cannot assist in this important campaign. More business means more work. More work means more money spent in the employment of labor, and consequently, prosperity for the workers on the Division. The Charleston Division, not long ago, made a record of almost twenty miles per car per day, and with the wholehearted cooperation and assistance of everyone, we feel sure that this record could be put up to twenty-five miles per car per day. Will you do your share?

Secretary E. H. Goelz, of the Gassaway Y. M. C. A., advises us that the annual membership drive was a tremendous success. He has sent us a photograph of some of those who helped to make this a success. Gassaway has always boasted when it has been able to reach the 300 mark, but this year it has passed 500, the exact figures being 540. In his letter of congratulation Chief of Welfare W. W. Wood said that Gassaway smothered everyone this year in their mad rush to go over the top. It is not necessary to name each one of those in the photograph, as they are too well known to need any introduction to our readers. Among those present, however, will be seen Assistant Superintendent J. C. Kinton, Trainmaster J. D. Nicholas, Secretary E. H. Goelz, looking over the top of the board with "The smile that won't come off;" General Car Foreman Garber and Chief

Shop Clerk H. A. Hays. Two men whose photographs are not among those above are entitled to much credit for their assistance in the campaign, viz: Master Mechanic H. J. Burkley and Car Clerk Archie Crosslin.

The Y. M. C. A. held a stag party on the evening of February 24, for the shop men and Transportation Department. It was a great success. There was plenty of good music, singing and story telling. We had the pleasure of having with us on this occasion a goodly number of the local officials and our good friend, Superintendent Trapnell, who made a few remarks, told some good stories and jokes. Much credit is due G. G. O'Connor for the boxing bouts and Earl Duncan for his songs and banjo playing. The music was furnished by our good friend, J. A. Bowen, and his two sons. The cornet duet by W. E. Williams and Mr. Duckworth was well received. Last, but not least, was the address on "Old Time Railroading," by David R. Barrett, who has been in the railroading game for the past thirty years.

We should like to have some pictures of children of our employes who are graduating from various grades of schools. We know that our Charleston Division folk would like to see their children in the MAGAZINE, in competition with the various other divisions of the system. Therefore, we ask that all having such pictures send them to the correspondent for publication, with a short description of the school career of the child shown.

The sincere sympathy of everyone on the Charleston Division is extended to Mrs. W. E. Severns, wife of our genial division accountant, on the death of her father in Baltimore.

#### Vale!

Your correspondent desires to take this opportunity of expressing his sincere thanks to everyone on the Charleston Division, for the many courtesies and kindnesses which have been extended to him during the past three years and a half. He is leaving for Baltimore on March 15, to assume new duties, although he is glad to say he will still remain in the service of the Baltimore and Ohio.

Car Distributor C. W. Dixon has consented to take over the duties of correspondent for the Charleston Division. Your retiring correspondent asks for him the same measure of hearty cooperation and good will which has always been extended to him.

While separating from many friends causes the writer great regret, still Baltimore is not far away, and it is our earnest hope that any friends visiting Baltimore will not fail to look us up at Mt. Royal Station, where "the latch string will be always out."

M. D. Dean, of Baltimore, has been appointed secretary to the superintendent of the Charleston Division, in the writer's place. To him I ask that you extend the same good fellowship and friendship you have always extended to me.

General Manager E. W. Scheer, General Superintendent J. M. Scott and Engineer Maintenance E. G. Lane were recent visitors on the Charleston Division. They were accompanied on their trip of inspection by Superintendent W. Trapnell, Division Engineer R. Brooke, and other division officers.

If you want to get a rise out of the car distributor, ask him if there are any dentists in Wheeling. Then stand in the doorway and be prepared to run.

In the March issue we ran an item commending Conductor R. A. Brake for his courtesy to passengers. We are glad to

#### TWENTY ACRES AND PLENTY

FREE book tells truth about Florida land; monthly payments \$1.00 an acre; Orange Groves planted cared for 10 per cent. above cost.

SYLVESTER E. WILSON,  
Dept. A-15 - - - Orlando, Fla.

present in the Honor Roll of this issue a photo of Brake in his uniform. R. A. Brake was born in Rock Love, W. Va. in 1885. His first railroad service was with the old Coal and Coke as brakeman in 1907. In 1910 he was promoted to conductor and in 1918 to extra passenger conductor. Of a genial disposition, Brake is a general favorite with his fellow employes and officers alike.

Sponge: I think that a street car hash just passed.

Wet: How you know?

Sponge: I can see its tracks.—*Jester.*

He: Dear, if I can't return for dinner, I shall send you a note.

She: Do not bother yourself, Hon, I have already found the note in your inside pocket.—*Illdow.*

#### Wheeling Division

Correspondent, MARIE SLATTERICK

Congratulations are in order this month. To Mr. and Mrs. George Sinn on the birth of a baby daughter on February 24. George is a murrage clerk at the Wheeling Freight House. To Engineer and Mrs. D. E. Shatzer; a baby daughter born on March 2, at Holloway, Ohio.

#### Track Notes

Heard a man in the station ask Captain Johnson what time the two o'clock train pulled out. Of course "Cap" answered "On time."

Noticed Division Operator A. N. Peters getting quick service at a local restaurant. Four waitresses rushed to his table and completely deserted the other patrons, among whom were Assistant Division Engineer Guy Long and Carl Miller of the Division Engineer's Office. What's your system, "Pete?"

"The Sheik" at Wheeling Station gets a hair cut every other day. The reason? A Miss H., of Bridgeport. He's wearing the regulation Valentino side-burns now! (Everybody likes to kiss Fred Brady, somehow!)

Just because somebody wished a purple shirt on Howard Myers is no reason why we should suffer partial loss of eyesight, is it? Howard insists on wearing this particular shirt to the office (Car Distributor's) and those of us who aren't wearing shell-rims have adopted eye-shades.

After somebody in the Division Accountant's Office passed some candy around and certain clerks partook, they were horrified to discover their mouths and tongues a beautiful indigo blue and had us all pretty badly scared thinking they were poisoned. But somebody with a funny sense of humor had put mentholene blue in this particular candy, which, of course, is perfectly harmless. However, the following have sort of sworn off candy, at least until they can make a close inspection: Miss Della Wells, Robert Evans, Vernon Coxon, "Bill" Nolte.

We've learned that Bailey Nuzum of Fairmont, will become general yardmaster



at Holloway, vice C. C. Pitcher, transferred to Baltimore. Best wishes for success to both.

Boilermaker "Joe" Bushby was calling names the other day and gave us quite a thrill when he wanted to know who put the "broad-faced chicken" in his locker. The "broad-faced chicken" was nothing but an owl that some playful person caught in Benwood and wanted to give "Joe" as a gift. Better be careful "Joe," owls may object to being classed with chickens.

Misses Margaret and Josephine, daughters of Pumper Villers at Littleton, entertained with a house party for the week-end of March 17. Their hospitality is of the sincerest kind and if you want to have a wonderful time get a "bid" to one of these parties. John Cusack, Road Foreman's Office, and "Bill" Daugherty, of the Machine Shop, Benwood, were both there. Of course, that's not all of the party. THE WHEELING DIVISION MAGAZINE CORRESPONDENT was also among those present!

J. W. Stocking, Master Mechanic's Office, has been granted leave of absence to go to Texas for his health. We're all going to miss "Sox's" sunny presence and we hope he gets well enough to come back soon.

We wish to extend sympathy and condolences to Live Stock Agent E. J. Kemple on the death of his month-old daughter on March 8.

### Ohio River Sub-Division

Correspondent, CHARLOTTE S. MARLOWE, Agent's Office

EXTRY! EXTRY! All about Charlie Ritchie gittin' gassed.

A few Sabbaths ago, when most of his neighbors were at their devotions, Charlie Ritchie shock a wicked leg out to his garage and started the engine of his auto, preparatory to taking a nice ride. This machine, having worked on the prescribed six days, decided to rest, so liberated some carbon monoxide which put Sir Charles on the blink. While in this detached state he says he was floating about in space with a little harp, 'n wings 'n everything. Just when he begun to think he was rid of all earthly cares, he was suddenly brought back by the Doctor, saying "He's all right now, \$25.00."

Never mind, Charley,  
Don't you cry,  
You'll be an angel  
Bye and bye.  
Stop That Leak!

The keen-eyed and ever watchful guardian of the Company's supplies at the



Mr. and Mrs. Jerry Hamilton



Joe Cromley, Parkersburg, being introduced to the family goat

Agent's Office, day by day in every way, is getting more and more enthusiastic about the "Stop That Leak" campaign. He talks it, he sings it, he practices it. Ladies and Gentleman, meet our chief clerk, J. K. Cromley.

When we go to his desk and ask for a pencil, he says "Where are the pencils I gave you last time?" We hopefully produce a few inches of pencil, Mr. Cromley inspects it and brings forth—a pencil? I'll say he doesn't. He produces a pencil holder, and if we appear dull of comprehension, he explains its use.

This procedure on his part has been the cause of numerous bunches of short castoff pencils being brought to light, and again into use, thereby stopping a small but noticeable leak.

The heart of "Jerry" Hamilton, gentleman vamp, has at last been pierced by Cupid's dart, and he has joined the ranks of the benedicts.

The time: February 17.

The place: First Christian Parsonage, Parkersburg.

The GIRL: Miss Lena Gorman, daughter of W. H. Gorman, blacksmith in the Low Yards.

The couple were attended by Miss Pauline Keys and Mr. Joseph Postlewait, the ceremony being performed by Rev. Yocum.

"Jerry's" on the job at the Coal Billing Station in the Low Yards. We wish him and his lovely bride much happiness.

The accompanying is a picture of the infant son of G. A. Barnett, Charles, age eight months. "Barney" may well be proud of such a fine boy.

Walker Hamilton, famous truck gardener, has received his cucumber plants and cabbage seed from Sears, Roebuck, and is all set for a summer's hard work.

"Billy" Duff told us the Belpre Worms and Bugs Association called a special meeting on hearing of this shipment, and after a long and stormy debate agreed to allow Walker the usual 10 per cent. of the crop for his trouble.

Miss Margie Lasure, revision clerk, recently announced her engagement to Mr. Charles Matheney, former Expense Bill Clerk, now engaged in the transfer business. Their romance had its inception at the Freight House, when Mr. Matheney was transferred from the Low Yards to our office. We don't have a thing against the Party of the Second Part (in fact, we rather like him) but just the same it was a low-

brow trick to stay with us only a few months and then coax one of our best clerks to skiddoo with him. We begged Margie not to break up our circle, but for all the listening she did, we might as well have been singing psalms to King Tut. The wedding date is set for June 6.

Chief Clerk "Joe" Cromley was given the caputular degrees, including the Royal Arch, at the Masonic Reunion of the Chapter, on Friday, March 9. He was captured at 1.00 o'clock in the afternoon and not released until 11.00 p. m. The accompanying cut shows "Joe" being introduced to the family goat.

After sampling signal oil as a beverage, Caller Swartz and Engineer Weisheit declare that they will use water for drinking purposes in the future.

The air around the Yard Office in the Low Yards is getting thick with technical terms since "Jerry" Hamilton and George Barnett have taken up the study of Traffic Management.

Some things you may hear around the Parkersburg Yards:

- E. J. Johnson—"Yes, Garge."
- Joker Joyce—"I can't be bothered."
- "Gus" McCarthy—"He don't know what he's doing."
- "Winnie" Taylor—"Do I KNOW him?"
- "Bust-'em-all" Murphy—"The Store-keeper wants a 'gongoolie."
- "Jerry" Hamilton—"Very Previous."
- "Eddie" Wilkinson—"Uh-huh."
- "Bert" Christopher—"Is that right?"
- H. L. Hickman—"Nother work train."
- "Slim" Frasure—"Now, a good Yard Clerk——"
- George Barnett—"The Coal report don't balance."
- "Steve" Johnson, the Boy Whistler—"Now, try to tell the truth."
- "Peter" McCabe—"Is the General there?"
- "Tom" Swain—"About on time."
- George Beatty—"I only got about an hour's sleep to-day."
- "Fred" Wells—"We need that one."

Glenna Warren recently bought a Jewett car, and has been duly licensed to kill or cripple.

"Don" Lang, handsome and single labor Foreman, Low Yards, got a new silver pencil and fountain pen "gave to him," and says he would like to correspond with some of the fair ones. He will answer all letters received from maidens 16 to 65 years old. Don't shove, girls.



Charles, eight months old son of G. A. Barnett





Freight Agent F. A. Carpenter and his "Big Four" of the oldest employes in the Freight House

"Leo" Joyce and "Joe" Clark are both back to work after severe attacks of the flu. "Josey," who was never sick before, thought if a spoonful was good a glassful would be better, and took his medicine in large doses. We are mighty glad you are lined with cast iron, "Joe." We didn't want to "Say it with Flowers." The little Roach has been very sick, too, that is home-sick. We are glad to see you back again, little Bug.

Gardner Duncan, rate clerk, recently sold his pretty bungalow on Lynn Street. It was so profitable he is thinking of going into the real estate business and working his present position as a side line.

**"Puss in Boots"**

"Sweet Marie" Lavelle is quite a rare treat, in her trim little boots when she trips up the street, I just feel like hugging and kissing Marie, But then she might take her boots to me."

W. G. Biddle, Low Yards, and Miss Charlotte Wagner were recently married in Marietta, Ohio. The wedding was in the nature of an elopement and the details are meagre as W. G. is a reticent man. You could have gotten tied just as tight at home, W. G. We'll have to sick the Board of Commerce onto you for taking your business out of town.

When Conductor "Babe" Wagoner saw Trixie Dye coming to work one morning recently, he thought someone had stolen the headlight from his engine. He was about to report his loss when on closer inspection he discovered it was just one of the regular sparklers, with a trifle more sparkle to it.

Miss Mary Keenan, who recently went to New York to see her sister, had her visit cut short by receiving the sad intelligence of the death of Priscilla, her pet and the Freight House eat. She hurried home to see that Priscilla was laid away as a cat befitting her station should be, only to find that the last sad rites had been performed by C. L. Wigal, "Skinny" Nolan and "Dog" Jones, who gave kitty a decent burial in the Baltimore and Ohio lot back of the Freight House. Wigal dug the grave, "Skinny" acted as pallbearer, while "Dog" chanted the old familiar lines:

Ashes to Ashes,  
And dust to dust,  
If the Lord won't take you  
The devil must.

WANTED: Brave individual to empty mouse traps daily. I can set them but I can't empty them. References given. Won't you please apply quick to

JUNE GARDNER,  
Account Storekeeper,  
Low Yards.

Hear ye! Hear ye! Utopia is at last a reality. Water will new run up-hill, "Steve"

Johnson will stop whistling, Bryan will be our next President and Henry Ford will stop making money. In other words, there is a new pencil sharpener in the Low Yard Office. The man who said that miracles don't happen may now step up and get knocked down.

Accompanying is a photograph of F. A. Carpenter, freight agent at Parkersburg, and his "Big Four," the oldest employes at the Freight House.

Left to right are Platform Foreman F. H. McPherson, 34 years' service; Time and Tonnage Clerk T. S. Ball, 32 years; center, Agent F. A. Carpenter, fourth, Claim Clerk E. W. Miller, 32 years, and last, but not least, except in weight, C. M. Whittier, the oldest employe, with 37 years to his credit. Mr. McPherson, during his 34 years of service, has received only two weeks' sick benefits from the Relief Department. A pretty good record, don't you think?

**"Pete" McCabe is Receiving Lessons in English**

Boxing fans in this section were given a rare treat recently, in the shape of a bout entitled "Kid" English vs. "Battling" McCabe. Both contestants seemed in good form (?) at the start, but we soon saw that McCabe was out of his class. The fireworks started when the "Kid" shot in a volley of short syllables, McCabe making a few wild stabs and then covering up. Near the end of the round, English caught McCabe over the heart with "insubordination" and only the bell prevented a knock-out. The second round opened with McCabe staggering around the ring, and after 30 seconds of fighting "Kid" English caught the "Battler" flush on the button with "specific." McCabe went to his knees, then rolled over and listened to the birdies sing, while the referee tolled off the fatal ten.

**Business is Business**

"Business is business," but men are men,  
Loving and working, dreaming,  
Toiling with pencil or spade or pen,  
Roistering, planning, scheming.

"Business is business," but he's a fool  
Whose business has grown to smother  
His faith in men and the golden rule,  
His love for a friend and brother.

"Business is business," but life is life;  
Though we're all in the game to win it,  
Let's rest sometime from the heat and strife  
And try to be friends for a minute.

Let's seek to be comrades now and then,  
And slip from our golden tether;  
"Business is business," but men are men,  
And we're all good pals together!

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**Western Lines  
General Offices**

Correspondent, THOMAS J. MURPHY  
General Manager's Office

Assistant to General Manager Russell participated in the celebration by the Newark Division Veterans at Newark on March 8. The details of the affair will be left to the description of our "Ace" correspondent.

Spring must be here or hereabouts. W. A. Radspinner has removed his golf sticks from white lead and promises even more astonishing scores than he "promised" last year.

Elizabeth Martin, after a serious siege of illness, returned to the office on March 4, and received a royal welcome.

NOTE: The following picture and item concerning the correspondent of the Cincinnati General Offices was sent in to the editor by one of Mr. Murphy's office friends. Naturally, our folks like to hear about the correspondents. Bring on some more!

—Ed.

The accompanying picture is of our correspondent for the past several months, T. J. Murphy, chief clerk to G. D. Brooke, Superintendent Transportation, who has just returned to the office from a delayed vacation. We don't know whether he has ever been in a large town like Chicago before, but because of the fact that he has a stiff neck, and that the roof of his mouth is sunburned, we are of the opinion that there must be a large number of tall buildings in Chicago. We heard that there were several city slickers waiting for him at the depot on his arrival but somehow he got through the line and from what we hear he had a good time.



T. J. Murphy, Magazine correspondent, Cincinnati General Offices. Why should so handsome a scribe object to having his picture in the Magazine—yet this one came to us by stealth!

Ed.



Our own "Guzz" Duesing is carving quite a niche in the athletic hall of fame and has received many appropriate newspaper comments for his achievements, particularly in basketball.

Our efficient comptometer operator, Charlotte Lauther, recently complained that although a number of young men from the office were at her house they had not asked her to dance; after hearing who the young men were I am satisfied I misunderstood her and that instead of complaining she was rejoicing.

A. B. Vermillion, Baltimore and Madisonville, is expected to visit us sometime soon again.

"Ed" Spille has almost kicked his desk to pieces since he invested in the gas wagon. Just can't make his foot behave when he starts or stops his typewriter.

Sincere sympathy of the general, divisional and local offices is extended to Miss Maude Crawford, whose mother died during March.

John Naylor, since joining the Veterans' organization, has become one of its most active solicitors for members; practically every eligible man in the general offices has been enrolled.

Free transportation is a courtesy extended to railroad employes; it is intended for presentation to the conductor each time the train is used. On the commuter runs the conductor's time is valuable, and between some stations, insufficient to enable him to get all fares unless employes do their part and have transportation ready when he reaches them.

Now that the weather is good the seating capacity in the commuter coaches will be increased materially, as many people will shed their overcoats instead of parking them in space intended for seating purposes.

#### Assistant Fuel Agent's Office

Outside of a visit to the "Bobber" shop there is nothing of interest to report.

#### General Superintendent's Office

William Jones, of Lawrenceburg, and

formerly connected with the Division Freight Office, has succeeded E. A. Duncan as stenographer to Assistant Chief Clerk Buntun.

Fred, the porter, tried to stampede the Union Newsstand recently by laying down a nickel and calling for one regular dinner. The butch was wise however, and handed over a pack of peanuts.

#### Engineer Maintenance of Way Office

It seems the only way to introduce this department is by publishing the group picture taken by the associate editor of the MAGAZINE several months ago. For some unaccountable reason none of their names ever get into the MAGAZINE. After looking them over it is evident that something must happen now and then that would be of interest to our readers. The aid to our correspondent has promised to develop some interesting features in the near future and the result is anxiously awaited.

The picture shown here includes: J. W. Kathman, E. C. Yocum, R. T. Everett, G. W. Motheral, J. P. Ray, F. G. Dickman, G. F. Daubenmerkle, P. A. O'Callahan, J. E. McKibben, A. H. Griffith, A. S. Allen, H. L. Scribner, T. T. Doyle, S. A. Graham, C. O. Medert, S. G. Thompson, J. E. Riley, F. A. Sinnott, F. C. Slaline, J. J. Kolker and H. S. Davis.

In the way of suggestion it might be possible to find:

That garrulous fellow Dickman making a speech.

C. O. Medert without his meerschaum.

E. C. Yokum in bad humor.

F. A. Sinnott when he wasn't busy.

Francis Hughes without any dictation in his book.

Joe Ryan when he wasn't in a hurry—Etc.

#### Superintendent Motive Power Office

If all the things Senator Dick says about C. E. Winall are true, "Clif" is surely some boy.

The watchdog of the treasury has nothing on W. H. Moorehouse when it comes to watching the equipment records of the

Railroad; his untiring zeal in keeping them up to the minute is highly commendable.

"On the Honeymoon Trail"—a little sketch by George Luckey and Eleanor Surran—was put on on March 15. George is lucky and now Eleanor's Luckey too. Our best wishes to them for more luck!

Some of the boys think Frank Drain had some deep seated reason for joining the Relief Department recently.

#### Superintendent Transportation Office

Frank Podesta, an embryonic "battler" of no mean ability, is the latest addition to our forces; he makes an excellent mail clerk.

Because of embargoes, congestions, etc., caused by severe weather, it has been necessary to restore the position of trace clerk and Alice Cenroy has again been placed in charge. Her experience in this class of work has enabled us to put the office in position to satisfy inquiries.

R. L. Angel, station service inspector, recently transferred from Willard to Cincinnati, has taken residence in that haven of railroad men—Madisonville. However, one or two angels will not be enough to accomplish much in a place like that.

H. L. Gandenburg, newly appointed Station Service inspector, succeeding C. J. Armstrong, displays in the position the same energy which has marked his thus far successful journey in the service of the Company.

A model filing system, branching from the regular office system, has been installed by our Station Service Department. As it appreciably reduces the man failure factor and eases the burden on the oft abused file clerk, it might well be patterned after by other departments on the System.

When it comes to getting passenger equipment where it is needed in a hurry, pass the wreath to "Jimmie" Flanagan. Trainmaster Purkheiser says "Jim" was also good at calling crews.

"See America First" has been changed by W. P. Cahill to "See Cincinnati Dust," which he does at every opportunity in the recently acquired gasoline bus.



They Keep Things Going in Cincinnati General Offices



It is safe to say at any time, without any preparation or reference to the classics, that T. W. Calvin is capable of delivering a thorough denunciation of the female car driver; his ability along those lines is based on several unsuccessful attempts to keep them from getting in the way or out of the way of his car.

**Cincinnati Terminals**

Correspondent, J. BEEL  
 Every Day in Every Way!  
 By Yardmaster C. H. Wiehe

Now every day in every way  
 Baltimore and Ohio trains, they say,  
 Run so swiftly on their way—  
 Run on time 'most every day.

Now every day in every way  
 Public feels so glad to say  
 Baltimore and Ohio growing, every day,  
 Better and better in every way.

Now every day in every way  
 (Coue charged us this to say,  
 But let him paddle on his way)  
 Our trains will run on time each day.

Car Inspector H. S. Prather, East Norwood, is back on the job again, after two month's absence because of illness. Glad to have Harry back again with us.

H. W. Oldenburg has returned to work after a six weeks' sojourn in the West. Henry usually makes a good trip at least once a year. This year he took the Western route and landed at Los Angeles.

Reports from our old friend, Tom Moon, indicate that he is getting along well and if everything continues favorable, he will soon be back with us at the repair track.

M. C. B. Clerk E. L. Welsh, Storrs, announces the arrival at his home of a nice Ford touring car.

J. M. Hitt, pensioned car inspector, paid us a short visit at the repair track. First time "Jim" has been around to see us for some time. He is as cheerful as ever and his visit was appreciated by all of his old fellow employes, particularly the ear inspectors.

Don't be the sort of an employe who must have instructions pounded into him before they have any effect.

Don't be the kind that must be addressed in an angry tone if they are to be impressed.

It should be sufficient for any employer or superior officer to request pleasantly certain services of you.

The man who must be whacked and pounded into action is no good in any establishment, and the sooner such men get the gate, the better, for employers and employes. It is too expensive to hire men to work and then have to hire others to watch them every minute in order that proper service may be secured.

The willing every-day worker, the man who acts immediately upon instructions which are pleasantly given to him, is the sort of employe who is worth having. Such men give honest service at all times and this is what counts in a work-a-day world.

We are glad to see William Hampton back on the job at Gest Street Freight Depot. "Wade," as we call him after General Wade Hampton (the swamp angel of N. C.), is seldom off duty. Recently he took a trip to Missouri where he enjoyed himself hunting. The sport must have been good, judging from the number of pelts (principally squirrel tails) which he brought home and presented to the boys. Having been in the service since 1892 it must be



"Joe" Auberger, chief clerk to division engineer

said that "Wade" is one of our most faithful employes and willing workers, who acts upon instructions promptly and pleasantly.

Jerry Halpin, our big and genial second trick yard conductor at Gest Street, and his crew, deserve much credit for their prompt action in extinguishing a fire which might have caused a disastrous conflagration in the west end manufacturing district. A box car had caught on fire while standing on the side track of the B. Manischewitz Co., the big Matzos bakers, but before any damage was done, Jerry and his crew extinguished the flames with their engine hose. Jerry, like all big men, was too modest to claim any credit for himself.

Edward McAvoy, engineer first trick crew, Gest Street, and former treasurer of the Veteran Employes Association of Cincinnati Terminal, is back on duty again after a short illness. Always glad to see you on the job, "Ed." Hope you won't be off again for a long time.

"Pat" Mahoney, first trick yard conductor, Gest Street, is back after an illness of several weeks. We also regret to hear of the death of his brother and sister and we extend to him and his family our sincere condolence.

George Spaulding, car inspector, Gest Street, better known as "Bad Order Spauldie," or "The Box Car Poet," is back on duty again after a short illness. George is a wonderful help in securing suitable equipment for the various industries located here. George wants every car to be a good one, so it can earn from \$50.00 to \$250.00 for the Baltimore and Ohio every seven days, instead of lying idle.

It is with great pleasure that we announce the marriage of Frank Pendergast, bill clerk, Gest Street, to Miss Adella Hahn on January 17. After the wedding the happy couple left for a short stay in Detroit, Mich. All wish the bride and groom a pleasant and prosperous married life.

Clarence Henderson, yard clerk, passed away at his home in Cleves, Ohio, on February 21, after a protracted illness. The sympathy of the employes of the Cincinnati Terminal is extended to the family.

For Sale or Exchange: One perfectly good flivver coupe. Will sell cheap or exchange for a blue reed baby carriage. Apply—A. E. Booth, yard clerk, Brighton.

**Illinois** \$5.75  
Per Month

**The 21-Jewel  
Bunn Special  
made for  
Railroad Men**

**Send No Money**

**This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 25-year gold-filled case. Guaranteed to pass inspection on any railroad.**

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The watch comes express prepaid to your home. Examine it first. Only if pleased send \$1.50 as first payment. Wear the watch. If after 10 days you decide to return it, we refund deposit immediately. If you buy, send only \$5.75 a month until \$27.50 is paid.

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Our 128-page catalog, No. 4014 shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

**J. M. LYON & Co.** { Dept. 2 Maiden Lane  
4014 } New York City

"Joe Auberger"

as  
ALARIC

in  
"PEGIO' MY HEART"

Yes, this is "Joe" Auberger, chief clerk to division engineer, ertswhile clerk to car foreman at Storrs, professional—amateur baseball player, bowler of merit, lawn-tennis player, star wielder of a croquet mallet, pool shark and poker hound—now coming into the limelight as an actor man, playing the "monocled" part of Alaric. Everybody come and see our "Joe" make his debut as "Miss?" Call "Joe" himself for tickets. Come early as his advance agents say that he is playing to capacity houses.

The "Girls"—Sue Elmore, Clara Schulte, Helene Herron, Bertha Goetz, Mabel Schatz and Kitty Weber, compose what is known as the "Put-'em-up-and-knock-'em-down Bowling Club." They meet on Friday evenings, and try their arms and eyes at knocking down the maple. "Susie" has become so great that she is giving the others lessons. Now she is looking for a good male partner to go in for the big game in the city tournament of mixed doubles.

Miss Elmore has met with such success as a promoter of sport activities that she is now organizing a Ladies' Baseball team; the line-up so far is as follows: Catcher, Miss Weber; pitcher, Miss Elmore; short-stop, Miss Herron; first base, Miss Schulte; second base, Miss Goetz; third base, Eddie Schmalz; left field, Miss McNally; center, Miss Hitch; right field, "Joe" Auberger, water boy, W. J. Maloney and mascot, Frank Nock.

"Dinty Moore" Tanner is remorseful—no more do the strains of sweet music rend the Walnut Hills air. They say that Arthur has set aside his saxophone for a few years until he grows up to it, or the "sax" shrinks down to his size.

"Dinger" and "Pee-wee" coming to town. There are two days each month when Lee (Dinger) Moffert and Ralph (Pee-wee) Diamond don their glad regalia



and leave the Styx for a wild time in the big city. Dinner in the Florentine D. R., and \$4.40 per seat to see a show. See T. J. B. for further information.

May 26 is the Big Day for the employes of the Cincinnati Terminal. This is the day the Third Annual Employes' Picnic will be given at Chester Park. This year's picnic will be bigger and greater and offer more attractions than any previous picnic. Get your families and friends together. Reserve the day, Saturday May 26—all together now for One Big Family Day at Chester Park!

### Newark Division

Correspondent, B. A. OATMAN

#### Newark, Ohio, Station

The accompanying photo is of the late Frederick Earnest Skinner, who for many years served the Baltimore and Ohio at Newark Shops as coppersmith. The March issue of the MAGAZINE made mention of the death of Mr. Skinner, which occurred on January 25.

Mrs. Skinner is with Mr. Skinner in the photo.

#### The Department Laugh

When the material is in the storeroom and the scrap is in the bins,

The storekeeper has his troubles, but the master mechanic grins.

When the material is on order and punched for often and fast

The master mechanic cusses;—the storekeeper has the laugh.

STOP taking the chances you are accustomed to

THAT lead to trouble experienced by you; LEAK though 'tis small will result in distress;

LET'S ALL JOIN IN TAKING—No chances. 'Tis best.

S—urely you are interested, when for the good of all,

T—he waste that you make daily, may result in our fall

O—r put us in a place from which we cannot rise

P—erhaps you never thought of it—about time to get wise.

T—he personal traits of each employe do much

H—amper or help in this movement, they must—

A—nd further postpone the goal we attain

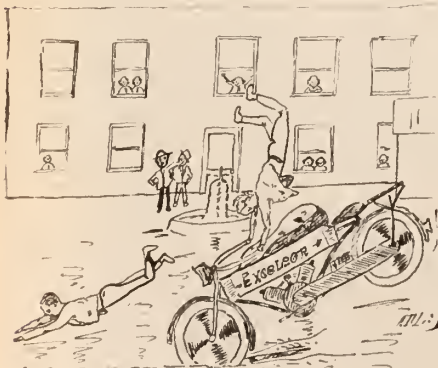
T—he individual employes, we canvass their names

L—isten to this as we check o'er the roll

E—very man on the pay roll will assist, we are told.

A—h, what a brotherly feeling exists!

K—eep after the leaks! we can't let them exist.



HALL AND McKNIGHT  
Entertain "Main Street"

### Newark, Ohio Station

March 8 will be remembered by every Newark Division Veteran as the date on which one of the great events in its history occurred, the annual banquet of the organization. If you are a Veteran and failed to attend this affair, you certainly missed one of the greatest treats ever prepared by a Veterans' Committee. And when the clock showed twelve, it was really a hard matter to stop the dancers. The various committees are to be congratulated on the completeness of their preparations, for they did not omit a single item which would in any way add to the pleasures of the evening.

At the Veterans' Banquet there were three Veterans who received the fifty-year gold button: Passenger Conductor William Lamb, Baggage Master Joseph Workman and Pumper Russell Kyle, at Union Station, Ohio. Service records show Mr. Lamb, 50 years in service; Mr. Workman, 52 years; Mr. Kyle, 61 years. All these men are still active in the service. We are proud to have such men with us in the service and extend to them our congratulations, wishing them continued good health and long life.

As the result of accidental injuries received by him on February 21, Harry W. Wilson, clerk to general car foreman, Newark, Ohio, died at the City hospital, Newark, Ohio, on the night of March 8. Mr. Wilson was on his way to work when one of his neighbors invited him to ride; the invitation was accepted, and when nearing the city limits and in a fog, the auto in which he was riding collided with an interurban car at a crossing. Mr. Wilson's injuries consisted of a fractured jaw, wrist and hip. The best of care was given him but to no avail. His funeral was held on March 12 at his residence east of Newark. The sympathy of our employes was extended through many floral designs which accompanied the remains to Cedar Hill Cemetery. We extend to the widow and child our heartfelt sympathy.

We were indeed glad to have the opportunity of participating in the GOOD WILL CAMPAIGN for devastated France. Newark Division responded nobly and a tidy number of votes were cast on the division. We congratulate Miss Spangler on her honor and feel sure that the interests of the Baltimore and Ohio family will be well taken care of by her.

The accompanying pen sketch by Stenographer A. D. List, Master Mechanic's Office, is intended to picture a stunt put on by Roundhouse Clerk Earl Hall and Storeroom Clerk Burr McKnight.

Mr. Hall was sure that loose cinders and a speedy motor cycle would mix well together, but the picture shows that he was entirely wrong. Mr. McKnight took the dive from the side car and Mr. Hall put on an acrobatic stunt by holding on to the handle bars with his feet in the air. The stunt was put on in front of the roundhouse office building to insure a good audience.

### Accounting Department

Correspondent, R. T. GEORGE

Mrs. Maud Varner, 66, widow of Shelby Varner, former resident of Cottage Hill, died at the home of her son, Frank Varner, C. T. time clerk, 276 Robbins Drive, on February 8. Her death was caused by bronchitis. She had been confined to her bed for 12 days.

Mrs. Varner is survived by one son, Frank Varner, and a grandchild, Franklin Varner. Three sisters, Mrs. Cora Lawyer, of this city, Mrs. Flora Foley and Mrs.



The late Frederick E. Skinner, who died on January 25, and Mrs. Skinner

M. D. Frazier, of Zanesville, also survive. Mrs. Varner lived at Cottage Hill until about three years ago. Her husband died four years ago. She was a member of the United Brethren Church of this city.

George Richrick, M. P. Department, is interested in new automobiles. George has the fever bad.

John Hiskey has been compelled to take a leave of absence because of illness.

Ticket Agent W. P. Huffman, this station, is making arrangements to have the agent for the C. M. and St. Paul R. R. come to Newark. He will go into details with the local chapter of the American Legion, and explain to them the beauties of a Western trip over that road from Chicago to San Francisco. There will possibly be a Pullman car from Newark to Frisco, of delegates and visitors to the Legion Convention to be held in Frisco next October. Mr. Huffman is busy because he wants the Legion to go via Baltimore and Ohio, and we wish him good luck. "Tom" Snyder, this office, also a member of the Legion, was responsible for a Pullman car going via Baltimore and Ohio to New Orleans from Newark, to the Convention last summer, and the Legion boys know that the Baltimore and Ohio can't be beat for convenience and comfort. We feel satisfied that we will get this business.

### Columbus, Ohio

Correspondent, R. KENNETT

Safety First, means saving of liveS.  
Think first—before you acT.  
Observe all rules of the Baltimore and Ohio.  
Protect your train wherever you stoP.  
Talk Safety First to others, prove that you are ighT.

Help save for our Company; it's a credit to bothH.

All strive to make the Baltimore and Ohio the Best in AmericA.

That leak must stop, do your biT.

Leaks keep cur work from being done well.

Economy now and all the timE.

Always try to stop that leak, it's a helpful ideA.

Keep up the good work: STOP THAT LEAK!

With regret we announce the death of Engineer "Sam" Snyder, which occurred at Newark on February 10. Mr. Snyder was formerly engineer on the Broad Street helper.

Conductor C. C. O'Hara recently spent a few days in Baltimore on committee work.

Wanted: A good mechanic to work on Chevrolet cars. This car has been out of the service for six months (cause unknown). All applicants apply in person to Car Inspector William Bayse.

We are glad to see Conductor Dooling back on the job after being absent several weeks because of illness.

Machinist Earl King has gone into the beagle hound business. We suppose before long he will have several field trial winners.



Brakeman George Bagent says it's either Waterloo or Arlington for him.

Operators Holcomb, Rusler and Irwin, at Summit, have resumed duty after being ill.

**"Our Car Inspectors Crusade"**

Time.....2.00 a. m.  
Place.....A lonely country road.  
Characters  
Inspector, William Boham,  
The unshaven Jew  
Inspector, "Pete" Cook,  
Lizzie Driver  
Inspector, Ernie Amborene,  
Lunch Kit Owner

The above company recently proceeded in their "Lizzie" to a point near Gahanna to secure some fresh beef. On returning home they undertook to crowd Mr. Farmer with his horse and buggy from the highway. Mr. Farmer would not crowd. They collided with the buggy, knocking a wheel off gentle Lizzie and leaving her in quite a delapidated condition.

After pondering over the situation for some time they suggested that Boham would proceed to a farm house some half mile distant and telephone for assistance. Boham balked, stating he was afraid to go alone, so they all decided to go. After hiding their beef over in the field they all proceeded to the farm house. On their return they discovered they had had a visitor and that they were short a lunch kit belonging to Amberene. The snow was falling fast and had entirely covered up their hidden treasure, but after a careful search and without the aid of blood hounds they managed to find the beef and loading it back into the machine they received assistance and were hauled home, arriving at 3.00 a. m. Outside of a little bad luck it was a lovely night and a very pleasant trip.

**Columbus, Ohio, Freight House**

Correspondent, MISS EDITH ROACH

The Sites Sisters have moved into Grove City, Ohio.

It is with regret that we announce the death of Mrs. Ada R. Byers, daughter of Claim Agent A. G. Burgett. We extend to the family our sympathy.

Misses Marie Brink and Hazel Cashner were delightfully entertained on March 8 with a dinner and theatre party, the hostesses being Anna Browne, Mrs. Kathryn Jones and Edith Roach.

Twenty members of the Sewing Club were entertained on March 13 at the home of Mrs. L. E. Miller, the wife of our cashier. Mrs. Dodds of Washington was a guest of the Club.

Spring is here. Come on, Arthur; let's have a look at that new machine.

**STOP THAT LEAK! TAKE CARE OF THE LITTLE THINGS AND THE BIG THINGS WILL TAKE CARE OF THEMSELVES!**

**Mansfield, Ohio**

Correspondent, C. R. STONE

Division Freight Agent E. N. Kendall, Newark, recently paid us a visit relative to office and shipping routine. Mr. Kendall says Mansfield is certainly on the map when it comes to moving carload freight. He is much interested in our movement of outbound steel and grain.

Supervising Agent C. F. Parks dropped in on us the other day, gave our records the once over, and lined us up on the handling of astray freight. "Fred" always has the Company's interest at heart and we like to have him with us if only for a short time.

Traveling Passenger Agent E. J. Gleason recently paid our ticket and local agent a business call relative to passenger and freight movement. Mr. Gleason reports nice passenger business and the outlook for a general increase as summer approaches.

Conductor A. R. Bird, local yard, is again on duty, having been off because of influenza. We are glad to have "Amsey" back with us once again; the radio and the old Ford will sing better now.

Our popular chief clerk, G. C. Reichart, is now on the job, having been off several days because of illness. We are glad to have George back with us.

The writer himself has only recently returned after an attack of the flu. It certainly leaves a person weak—it is days before you get back your strength.

**A PROSPEROUS RAILROAD MEANS PROSPEROUS RAILROAD MEN AND WOMEN.**

This paragraph is from Mr. Willard's recent Akron address. It is true that the more business we have, the more money we can make, the more men that are employed, the better service we can give. The railroad is the public's servant; the sooner we realize this, the better off we will be. I have heard of some agents in my railroad experience that hardly would give the public any satisfaction at all, and the public would get so that they would not ask them anything when they could help it. These men generally did not last long and the public was glad when they passed on. The better service we render to the public, the greater business we will get in return, and when the public once realizes that we are interested in them and that we have their welfare at heart, we will have all the business that we can take care of.

We are a public institution and we should treat it as such. Any information we can give to benefit the public, whether in passenger or freight service, will go a long way in helping us to get business, which, if we neglect, will go to competitors. Let's follow the plan of helping others; in so doing we help ourselves.

We understand that Mansfield is to get a new freight station, and that the offices will be moved to the corner of Walnut and 5th Streets. This is welcome news to all of us and as soon as the Company completes the plans, the work will be started. The management, on a recent tour of inspection, realized that we need a larger freight house, a new freight office, and a new passenger station because of increased business and passenger traffic. I trust that the time will soon come when we will have both, and that, regardless of competitors, we will be in a position to handle increased business. May our passenger traffic increase tenfold!

During the month of February the Mansfield station went "over the top" in the matter of business moved, inbound and outbound, and the revenue was increased materially.

**Marietta, Ohio**

Correspondent, G. R. STEEN

Dan Cupid again has entered the heart of another of our force—our delivery clerk, W. G. Gardner. On February 16 our "Bill" took unto himself to shield and defend, a fine young lady as his wife. We all wish you the best of luck, "Bill."

A suggestion to "HUD." When you talk over the phone, why don't you just hang up the receiver and open the window as the person to whom you are talking can hear you just as well. Try it and see.

**Deaf Can Hear Says Science**

**New Invention Aids Thousands**

Here's good news for all who suffer from deafness. The Dictograph Products Corporation announces the perfection of a remarkable device which has enabled thousands of deaf persons to hear as well as ever. The makers of this wonderful device say it is too much to expect you to believe this so they are going to give you a chance to try it at home. They offer to send it by prepaid parcel post on a ten-day free trial. They do not send it C. O. D.—they require no deposit—there is no obligation. They send it entirely at their own expense and risk. They are making this extraordinary offer well knowing that the magic of this little instrument will so amaze and delight the user that the chances of its being returned are very slight. Thousands have already accepted this offer and report most gratifying results. There's no longer any need that you should endure the mental and physical strain which comes from a constant effort to hear. Now you can mingle with your friends without that feeling of sensitiveness from which all deaf persons suffer. Now you can take your place in the social and business world to which your talents entitle you and from which your affliction has, in a measure, excluded you. Just send your name and address to The Dictograph Products Corporation, Suite 1305-Y, 220 W. 42nd St., New York, N. Y., for descriptive literature and request blank. Adv.

Baggage man Herman Henry returned from a two weeks' trip through Florida. He had a wonderful time, particularly along the beaches. We failed to receive the souvenirs which he promised.

We welcome to our midst again Miss Catherine Reynolds, utility clerk. Miss Reynolds is a former Baltimore and Ohio employe. It has been some time since we have had a lady in the office, so, boys, be careful of your language.

A "Leak" is a bad thing to have in our homes. Let's "Stop the Leak" for the Baltimore and Ohio.

**Akron Division**

Correspondent, J. A. JACKSON

H. D. Mackey, formerly of the Stores Department, Lorain, Ohio, and T. W. Waggoner, formerly of the Connellsville and Cumberland Divisions, are new comers in the Division Accountant's Office, having recently accepted employment as time clerks.

Veronica Mary is the name selected by Division Claim Agent and Mrs. G. W. Hesslau for their new baby girl which arrived at their home in Youngstown, Ohio, on March 10. George is so happy that he wants to settle all the claims for nothing now.

Among the many well known employes who have lately purchased "gas buggies," are Chief Dispatcher C. M. Trussell and General Yardmaster O. L. Murphy, with their new Buick sedans; Chief Clerks G. R. Coon and W. J. Thatcher, Chevrolets, and last but not least, our old friend "Ed." Merriman, M. of W. accountant, who passed up all the big ones for a nice little Ford coupe, just big enough for two, "YOU KNOW."

J. R. Easton, agent, Uhrichsville, has just recovered from a severe illness, pneumonia, and will take a much needed rest in the sunny clime of Florida, which we trust will restore him to his former good health.



# Hotel Sheridan-Plaza

CHICAGO

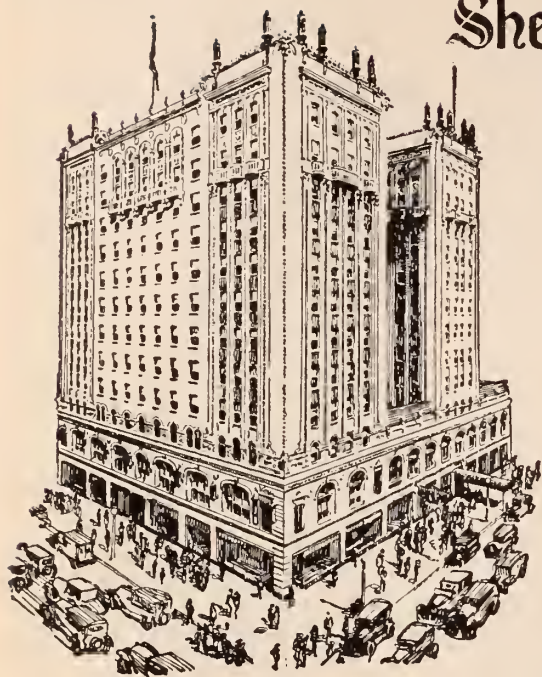
*Sheridan Road at Wilson Ave.*

UPTOWN CHICAGO'S  
MOST FAVORED HOTEL

For greater comfort on your next visit to Chicago, stop at the beautiful new Hotel Sheridan-Plaza. Eighteen minutes from downtown; elevated express and surface lines; motor busses to and from downtown, through Lincoln Park, stop at the door. Music and dancing.

500 Rooms, Each with  
Private Bath.

Exceptional garage accommoda-  
tions.



George Broadbeck, welder operator, New Castle Junction Shops, suffered the loss of his dear mother on March 12 at her home in New Castle, Pa. The Akron Division employes extend their sincere sympathy to Mr. Broadbeck.

Inspector of Accounts P. B. McDowell is already predicting the pennant for the Pittsburgh Pirates this year. "Pete" is some baseball prognosticator, and we're glad to see him pick the winners.

The Akron Division Basketball Team finished a successful season in the Akron Recreation Commission League Class AA. The team was furnished with bright new suits and the boys made a fine appearance in all parts of the city where the games were played. And they kept the old Baltimore and Ohio spirit before the interested spectators.

The "STOP THAT LEAK" Campaign is still on. It's not too late to start now. Help President Willard in his drive for economy!

## Chicago Division

Correspondent, F. N. SHULTZ

A few local changes have recently been made in the Mechanical Department, as follows: J. W. McCurdy, Garrett Shops, has been appointed roundhouse foreman at Willard.

T. J. Stapleton, boiler shop foreman, has been promoted to the position of foreman at Glenwood Shops. He left Garrett to assume his new duties on March 8.

L. D. Prior, Willard Shops, was transferred to Garrett to assume the duties of boiler shop foreman.

William Mulcahy has been transferred from the New Castle Shops to take the position of Erecting Shop foreman, until recently held by S. J. Messner. Mr. Messner has been promoted to roundhouse foreman at New Castle.

C. H. McCrary, storekeeper at South Chicago, was in Garrett for a few days, on

Company business and incidentally renewing old acquaintances. Mr. McCrary was formerly located at Garrett.

G. A. Motry, from Mr. Patenall's Office, Baltimore, was on the Chicago Division a few days ago, greeting some of his numerous friends. Mr. Motry was connected with the Chicago Division a few years ago, installing automatic signals. Here he made many friends who are always mighty glad to see him.

D. B. Taylor, who was master carpenter on our division for several years, and now located at Grafton, W. Va., stopped off at Garrett last week on his return from the Chicago meeting, and made us a pleasant call. Come again, Mr. Taylor, you are always welcome.

G. A. Elder, first trick operator, Rosedale, had a sad death in his family, last week. An uncle from Ashland, Wis., while visiting

him, died suddenly, without a moment's warning. He had been enjoying the best of health. Mr. and Mrs. Elder accompanied the remains to Ashland to attend the funeral services.

The people of Garrett and vicinity were greatly shocked to learn of the sudden death of Dr. E. J. Hughes, at his home in Chicago. The writer had an hour's visit with the Doctor on the day before. At that time he stated that he was feeling well except that his heart was troubling him a little at times; however, he was planning a vacation trip to Florida, to start on the following Saturday and said he would come back in a few weeks feeling "like new."

Doctor Hughes was medical examiner at Garrett from 1889 to 1903, and had a host of friends here. He and Mrs. Hughes were leaders in many activities, and after being transferred to Chicago in 1903, they continued to keep in touch with their numerous friends at this point. Mrs. Hughes is a sister of Mrs. W. D. Johnson, of Cincinnati, wife of our district master mechanic.

Funeral services were held at their home in Chicago on Sunday, March 4, and the remains taken to Newark, Ohio, on Sunday night for burial.

Funeral services of John F. Rink were held at the home of Mr. Rink's mother in Garrett on March 3. Mr. Rink was an engineer on the N. Y. C., working out of Toledo. He never married and made his home here with his mother. There are also five brothers and sisters living here. Two of his brothers are locomotive engineers; Jacob Rink, of Garrett, who runs on Nos. 5 and 16, and Eugene Rink, working out of Willard. The deceased had many friends on the Baltimore and Ohio.

First Trick Signalman E. A. Sigg, Sherwood, who has been dangerously ill for the past three weeks, is now convalescent and is expected to be able to resume duty soon.

Agent D. W. Koons, Republic, Ohio, has resumed duty after spending some time with his mother, who has been very ill.

Dr. J. F. Thompson, Company surgeon, who has been seriously ill since last August, is somewhat better and has been taken home from the hospital; however, his condition is not entirely satisfactory.

Chief File Clerk A. K. Hickman was called away last week because of the death of his mother at Marion, Ohio. Mrs. Hickman had been in poor health for some time and her death was not entirely unexpected.

Chief Dispatcher H. S. Carroll, who has been ill for several months, was able to be out on the streets a few days ago. He feels that he will soon be able to resume duty.

## Accounting Department

The regular accounting meeting of the Division Accountant's Office force was held at 6.30 p. m. on March 16. Accounting matters were discussed until 8.00 p. m., after which a four course luncheon was served by the gentlemen to reciprocate for the splendid luncheon served by the ladies after the previous meeting.

All the Division Accounting organization was present except our stenographer, Miss Loomis, who was confined to her home because of flu.

The evening was spent playing bridge, checkers, and in dancing. Prizes were given as follows: To George Dean and Miss Vesta Marvin a wooden spoon for winning in the prize waltz. They are to be congratulated for their wonderful performance. It is rumored that they previously had been



Mr. and Mrs. Avon J. Connor

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coached by Irene Castle. The spoon was appropriate for George and Vesta. Miss B. Groscup was awarded a prize of a picture of Cupid for winning at bridge, while Homer Strome was presented with a lovely umbrella for the highest bridge score for the gentlemen. Evidently someone thought Mr. Strome was a doll—the umbrella being a doll's umbrella.

Lloyd Barnes was awarded a nice A B C tin plate for being the best looking "Shiek" present. A. H. Thomas was lucky in receiving a nice ten-cent diamond ring for being the biggest eater. Carl Weaver and Homer Strome were tied for second in this contest. "Birdie" Huffman was awarded a nice egg beater for having the prettiest tie. "Birdie" says they needed it. "Jerry" Crawford received a nice thimble for being the champion checker player. One of the special features of the evening, was the splendid talk made by Charles Mager, who is surely a born orator. Everyone enjoyed the evening and the party retired at 10.30 p. m. to the tune of "Home Sweet Home" played by an Edison record.

Miss Elam—George, I wish you would draw me something for the Magazine.

George Heininger—Really the only thing I can draw is flies. Will that do?

Switchman D. W. Barnes and Miss Margaret Elam, daughter of Engineer E. S. Elam, were united in marriage on Saturday evening, March 10, at the Methodist Episcopal Church. They were attended by Miss Alma Elam, sister of the bride, and Lloyd Barnes, brother of the groom, both of whom are employed in the Accounting Department.

Word was received on March 7 of the death of Mr. H. A. Coburn of St. Joe, Ind., father of Stores Distribution Clerk Lloyd Coburn.

Miss Bertha Dobbrick has accepted a temporary position in the Freight Office, as abstract clerk.

Miss Madge Williams accepted a position in the Master Mechanic's Office temporarily, due to vacancy caused by Miss Margaret Galloway's absence because of illness.

Rate Clerk C. W. Higgins, Freight Traffic Department, has accepted a position with the Chicago, Attica and Southern Railway at Attica, Ind.

Fuel Clerk George Woodruff has been granted a leave of absence because of illness of his parents. His position will be filled by Miss Madolin Manion.

Miss Gertrude Manion, secretary to the superintendent, recently had a nice visit with relatives at Pittsburgh.

Miss June Millholland, Yardmaster's Office, is a weekly patron of the New York Central Railroad between Kendallville and South Bend. It is wonderful what a mere diamond ring will do.

Miss Frances Stack, Superintendent's Office, is the proud owner of a new Durant Sedan. If she fulfills her promises it will be necessary for her to take a leave of absence in order to haul all her friends to the various parties she has planned for the coming summer.

At a pretty St. Patrick's party on Wednesday evening March 14, given at the home of her parents, 503 East King Street, Miss Lydia Gieser announced her marriage to Avon J. Connor, September 9, 1922, at Hillsdale, Michigan. The announcement proved a great surprise to all their friends.

The evening was spent in playing bridge, and a delicious luncheon was served.

The bride has been employed as stenographer to the storekeeper, and the groom is a telegraph operator. For the present they will make their home with the bride's parents.

### Chicago Terminal

Correspondent, J. L. NICHOLS

The many friends of Dr. E. J. Hughes were startled, on the morning of March 1, to learn of his sudden death. The employes and their families have lost a tried and true friend, who will long be remembered.

The friends and acquaintances of Machinist Donald Graham, were pained to learn of an accident on March 7 in which he lost his life. His was a splendid personality.

The passing of an old and highly esteemed friend and fellow employe, John J. Snyder, shocked his many friends. Mr. Snyder died of pneumonia on March 8. He had been in the service as a locomotive engineer since May, 1898. During that period he made an enviable record as a gentleman and faithful employe whose genial presence among us has, at all times, afforded us much pleasure. His departure from among us is sincerely regretted.

### Homesick

By Strickland Gillilan

I DREAM of a smile—and the smile is yours!

I turn the key in my dear dream's doors  
To hold you there, yet you slip away,  
And darkness visits my dream-born day.  
I dream of lips—and the lips are yours!  
I press those lips while my spirit soars  
To the back of the planets. I wake, and lo!  
You've gone to the place where most dreams go.

I dream of a soul—and the soul is you!  
The miles that part us you've traveled  
through  
At the call of my own soul, starved and wan;  
I wake, and the soul that is you is gone!  
Sometime you'll come, as I dream each night  
You have come to me; and my spirit light  
Will lift its songs to the star-decked dome.  
Your smile, your lips and your soul make  
Home!

A short sighted old Lady went into a large curio shop. After pottering about for some time she asked the assistant:

"How much is that Japanese idol worth—the one near the door?"

"It is worth a great deal," replied the assistant. "It's the proprietor. —Ex.

### St. Louis Division

Correspondent, H. F. SMITH

Attention, Operators! On the morning of February 19, Operator Holland, "K1" Shops, receiving from Operator Kemper, Flora, received 33 messages in nine minutes from 7.25 a. m. to 7.34 a. m. We don't know how long these messages were but it looks like a good record. We'd like to hear of any one that has broken it.

Superintendent Stevens is out shaking hands with everyone, having recovered from his illness.

It happened this way one rainy day last week, so it is said. Milk was needed at Agent Kellar's home for the morning's meal, and, in the absence of the "regular milker" Mr. Kellar assumed the role of a milk maid and with a pail in one hand and a rocking chair on the other arm, he repaired to the barn to pail the erstwhile gentle Jersey cow. The new milk maid with a rocking chair was too much for the cow, and with a snort and bellow she beat it for the fence and hurdled it much after the manner of a greyhound. Mr. Kellar no longer tells the story of his early start on the farm.

Now that the Washington Shops have resumed work and are desirous of securing one of the biggest outputs on the Baltimore and Ohio, let's all pull together for our Railroad, and while we are boosting for the Baltimore and Ohio, we are also boosting the town we live in and for ourselves.

While business everywhere is apparently on the increase we should all watch out for the "leak." With bigger business there are bigger chances to save money. Are you watching for a chance to Stop a Leak? If you have stopped one, tell us about it, for the same condition might exist elsewhere.

There seems to be an epidemic of weddings in Washington Shops Roundhouse. Machinist Helper C. J. Austin was married on



FLORA—L SCENES  
Above: Station grounds at Flora. Below: Station platform, Flora, Ill.



March 2. The next day Boilermaker Helper Hugh Long followed. Three days later Machinist Helper Bruce Barnett signed away his independence. Best wishes, boys, for happiness and prosperity! Who's next?

A recent incident occurred which shows the spirit manifested by the employees of the Baltimore and Ohio. A fireman on Train No. 24 was injured along line of road, and it was necessary that he be taken off train. Machinist J. Y. Fitzsimmons, who had only been in the employ of the Company five days, voluntarily came forward and offered to fire the train into next terminal. The offer was accepted and through his good work he made up five minutes of running time. We haven't heard of Mr. Fitzsimmons being commended but are sure that he deserves it and will be.

## Ohio Division

Correspondent, A. E. ERICH

**STOP THAT LEAK!** Do you know that every time a car is set off for hot box, it costs not less than \$9.00? By a little care and attention, in most cases this can be avoided. One way to avoid this extra expense is for train and enginemen to keep a sharp lookout for hot boxes beginning to run hot. At least sixty per cent. can be saved by stopping and giving necessary attention by repacking, thus avoiding setting car out. In the majority of cases hot boxes are due to packing becoming dry. Any car that is run to a terminal without setting it off saves just that much money. It not only saves the expense of a car repairer going out on road to rebrass car, but saves delay to freight, which in turn saves claims. Stop THAT leak!

We are glad to report that G. W. Plumly, division operator, who suffered a slight stroke of facial paralysis some time ago, is considerably improved. We hope to see him back on the job soon.

Congratulations are in order to Passenger Conductor M. O'Donnell, on his recent marriage.

It is with deep regret that we announce the death of Ticket Agent H. G. Files, Athens, Ohio. Mr. Files was operated upon for appendicitis, but did not recover. Our sympathy is extended to his widow and family.

We also extend our heartfelt sympathy to the family of Conductor J. Pierpoint, who died on February 17.

Harry Jones, time clerk, Division Accountant's Office, has a method all his own,

for getting "new arrivals" asleep. Recently the "first arrival" which was left at his home a few weeks ago, had the colic, and Harry willingly (?) took her in his arms and started to walk the floor. After a short time he found this was not as pleasant a task as he had first anticipated, and, seating himself in a chair, he started to rock her in his arms. Sometime after, "in the wee small hours of the morning" Mrs. Jones, who was in an adjoining room, failed to hear any sounds, and opening the door found them both sound asleep. Harry's snores evidently had a soothing effect on the baby!

*Be a coal saver and help save a million Dollars. STOP THAT LEAK!*

Our sympathies are extended to "Jim" and "Joe" Caldwell, Accounting Department, in their deep sorrow in the loss of their mother who died suddenly of heart trouble.

James W. Jewell, carman, died on February 21, after an illness of Bright's disease. Our sympathy is extended to his widow.

On February 24, we had the pleasure of having "Aunt Mary" make a brief visit to Chillicothe, while going over the system in the interest of the Good Will Campaign for Miss Spengler.

We extend our sympathy to Road Foreman of Engines W. Graf, in the death of his brother.

### One leak made good by a former employe

The following note, addressed to storekeeper, Chillicothe, under date of February 10, 1923:

"Herewith you will find two files which I am sending to replace the two I misplaced a year or so ago at your shops.

Since then I have found salvation and wish to live and work for Jesus.

Sincerely yours, etc.

This note was wrapped around two files, together with a receipted bill, amounting to \$2.20, having been sent from a local hardware store.

The Safety Agent "Sez:"

A summary of accidents for four years shows the most prolific causes of fatal injuries to Baltimore and Ohio employes to be:

First—Struck by train;

Second—Fell under train;

Third—Fell off train;

Fourth—Crushed between cars.

Are you going to benefit by the sad experience of these men?

Here you have been shown the "nettle of danger" that you may pluck the "rose of SAFETY."



Lumber Inspector and Mrs. M. C. Wilson,  
Southwest District

Play the game SAFE, for your own sake, for the sake of those who love you.

Last, but not least, remember to STOP THAT LEAK!

We show here a bit of beautiful scenery on the Ohio Division. Bridge No. 67/65 over Rattlesnake Creek, just east of East Monroe, Ohio.

This is a rather remarkable example, all in one view, of the works of both man and nature. The distance from the base of rail to the water below the bridge is sixty-five feet, and the falls drop another fifteen feet.

As a suggestion to both old and young "sweethearts," this place with its spirit of romance, would be worth investigating some fine Sunday when the wildflowers begin to bloom along the walls of this beautiful gorge. The name of the creek, "Rattlesnake," does not mean anything at present, as there is none of these reptiles in this vicinity these days. The picture was taken by Investigating Engineer F. J. Parrish.

## Toledo Division

Correspondent, C. E. THRASHER

Supervising Agent

It is gratifying to note the interest taken in my request for news for the MAGAZINE. Every correspondent is congratulated for his personal effort to make the Toledo Division notes worthy of the space they occupy. There are numerous ways in which you can secure notes for each issue; for instance, you may hear of some good and kindly act performed by an employe in your vicinity. Whether such act was performed while on duty, or off, make note of it and when you compile your notes you will have some ready reference and less chance for neglecting someone.

The MAGAZINE is the proper place in which to inform other employes of the little things, a number of which happen daily without notice. As a man travels through life we neglect to notice the little acts of kindness, it has a tendency to make him neglectful and indifferent towards his fellow workers. No individual likes to hear of the bad things he does, but it is human nature and a desire to want acknowledgement for the good deeds accomplished.

The February issue of the Magazine reproduced a trip pass in favor of Engineer W. R. Tilton of the St. Louis Division, issued August, 1883. Conductor James Messler of Local Trains 80 and 81, Toledo Division, turned over to your correspondent, a monthly pass which is reproduced here and says Mr. Tilton didn't have much on him. It is interesting to note that the pass was good for 31 trips north and the same number



Bridge 67/65, over Rattlesnake Creek, Ohio Division



Superintendent's Office  
Dayton, Ohio

Correspondent, JOHN HANKAMMER

The Company has on its payrolls two brothers, "Ed" and O. E. Vermilion. "Ed" is in the Division Accountant's Office, and "O. E." in the Bureau of Rates of Pay at Cincinnati. Not long ago one of our visitors from Baltimore met "Ed" and having the rate wizard in mind, said, "I know your father well; he often comes to Baltimore." Some explanations were promptly made. It's nice to be young, "Ed."

Assistant Road Foreman of Engines "Jimmy Britton" has gone back to the Ohio Division. There's a fellow that carries his sunshine with him even on a cloudy day.

Miss Mary Meyers surely can "get by" with most anything. On several occasions she has been noticed putting Elsie Smith in the cupboard and keeping her there over night. Nobody complains—it's peculiar.

Who is that poetic human question mark in the Division Accountant's Office?

Beware of your ink bottles when Keinat is hanging around.

We note in the local newspaper that Randolph VanScoyck, former employe in the Division Accountant's Office, was winner of the annual oratorical contest of Berea College, Ky. As such he participated in the recent intercollegiate oratorical contest of Kentucky State. Understand he is working his way through school. Good luck to him.

There is no excellence without great labor.

All conductors on our trains are not just as machine-like as they may seem at times. One James Kelly, running between Toledo and Cincinnati, is also just as modest as he is big hearted in what he did for a little girl six years old traveling from Washington, D. C. to Toledo.

The story goes that this child was traveling alone on Mr. Kelly's train and in order to pass her time away on the long ride, he took her through the train when collecting tickets. When bed time came he washed her hands and face, and had a lady passenger help him get her ready for bed, but he saw to it that even on the train the little girl's prayers were not forgotten. The next morning the big conductor saw the child was given a good breakfast and wired ahead so that her relatives in Toledo would be on hand to meet her.

# PATENTS

BOOKLET FREE. HIGHEST REFERENCES. PROMPTNESS ASSURED. BEST RESULTS. Send drawing or model for examination and report as to patentability.

**WATSON E. COLEMAN**  
PATENT LAWYER  
624 F. Street, N. W. Washington, D. C.

All the passengers in the coach commented on the kindly attention of Conductor Kelly, and we may feel sure that the little girl and her parents will long have a kindly thought for a certain conductor and his Railroad.

Supervisor "Ed" Ledger made a funny mistake not long ago. He was holding a meeting of section foremen, and when lunch time came intended to direct them to the Y. M. C. A. at Lima, but steered them instead into the telephone exchange building. Wonder how come that, "Ed?"

Here is a picture of daughter of P. M. Beck, M. of W. clerk, Division Accountant's Office, Dayton, Ohio. "Pop" thinks a lot of "Patsie" and he has good reasons to.

Following are some of the reforms we need in the Superintendent's Office: Louis Roehm to carry less than a carpet sweeper on his bicycle. Ray Craft purchase a new pipe. E. J. Morrissey to stop getting lost on Thursday night on Huffman Hill. Irene Josephine to bring more than one piece of candy to work. Arthur McNamara to wear a red tie on St. Patrick's Day. G. C. Stoecklein to answer the telephone without asking "Who is it?"

East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

On February 25 we received the sad intelligence of the death of Oscar McMillan, the venerable father of Master Mechanic A. E. McMillan, which occurred at his home in Benwood, W. Va.

Mr. Oscar McMillan for many years was a prominent coal dealer of Benwood. His death occurred following a brief illness of two weeks of influenza. He was 72 years of age, born near Cameron and went to Benwood when a youth of ten. He remained there during his life, and was one of the city's most prominent men. He was active and prominent in the business affairs of his city and a faithful member of the M. E. Church.

In early life he was united in marriage to Nancy Jane Snodgrass, who survives him,



Patricia Melba Beck

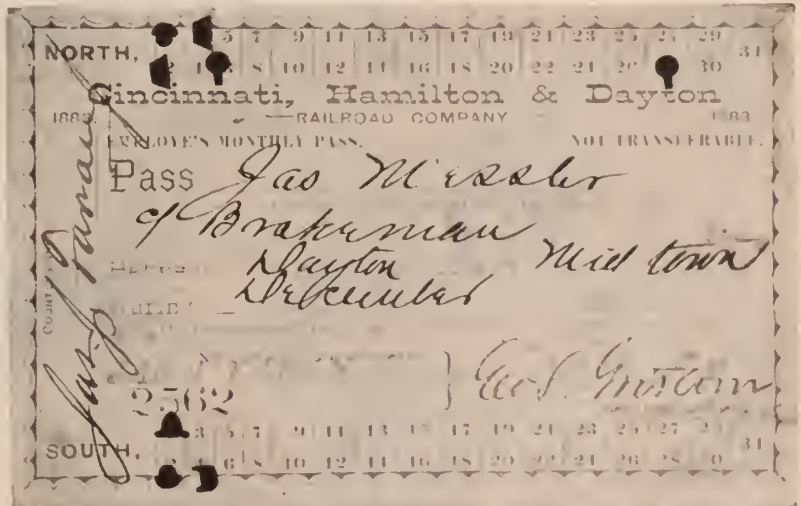
of trips south. Mr. Messler is still in the service and says he is just as young and active as the day the pass was issued.

Yardmaster Arthur West, Hamilton, and his able assistant, John Rowekamp, have hung out a shingle, "expert painting." All wishing to have their offices decorated will please call on these two masters. "Art" and John endeavored to paint the ceiling of their office, but Mr. West says he couldn't get the paint to stick on the brush long enough to put it on the ceiling and John, who held the ladder, says he got the painting instead of the ceiling.

Recently there was an exciting bowling match in Dayton. Mr. Schoenberger of Toledo, secured an option on the little balls and Mr. Colbert, of Lima, wanted to use both alleys at once—that is the one in front of him and the one to the rear. "Lou" says the ball slipped out of his hand and rolled backwards, just when he knew he was going to get a strike. "Jerry" Schultz threw the balls so hard the pin boys thought it was a German Bertha. Mr. Murphy did a first class jig dance every time he rolled and Hubbart laid down on the floor and snapped his fingers when he tried for a strike. "Shorty" Farland didn't bowl because he was afraid some one would take him for the ball.

The stork was busy again and added another to the Baltimore and Ohio family of Mr. and Mrs. G. J. Williams. A fine baby girl was born to them on March 4. Of course, we haven't seen any cigars yet, but George says we can look for them most any time now. Hurry, please!

On March 1 the Ladies' Auxiliary to the Veteran Employee's Association went to Lima to spend the day with the Veterans Association of that city. They had a wonderful time. Among those who went were: Mrs. Harry Howden, president; Mrs. George S. Neal, vice president; Mrs. Fred Richter, secretary; Mrs. Gus Gindler, treasurer; Mrs. John Naylor, marshal; Mrs. G. Rethman, outer guard; Mrs. James McClain, Mrs. Charles Clarey, Mrs. O. C. Budd, Mrs. E. Budd, Mrs. H. G. Roll, Mrs. Ada Slattery, Mrs. Charles Emig and Mrs. William Wolfrom. Our cartoon was drawn by J. R. E. Hiltz, Real Estate Department, Baltimore, who was a passenger on the train depicted. See next page!



**STOP THAT LEAK!**

Employee's Monthly Pass, Cincinnati, Hamilton & Dayton, dated in 1883

Please mention our magazine when writing advertisers



with three sons, Alfred E., of Dayton; A. Clifford, of Pittsburgh, and William, of Wheeling.  
 He was laid to rest in the beautiful family lot and as the shadows of evening were falling, the whispering of the breezes seemed to say "Well done, good and faithful servant."

The shops are again assuming a business aspect with the employment of several additional machinists and boilermakers. It begins to look like old times at East Dayton.

At this writing Master Mechanic A. E. McMillan is again called to cease activities and return home because of the death of his uncle, Walter McMillan, which occurred March 8, at his home in Benwood, W. Va. In this double bereavement Mr. McMillan again shares the sympathy of the Toledo Division employees.

**Wellston, Ohio**

Correspondent, L. M. MASON

Stop That Leak!  
 Stop, Look and Listen!  
 Thousands last year  
 Came up missing.  
 Stop That Leak!  
 Stop, Look and Listen,  
 Let's start this year  
 With no one missing.

Stop That Leak!  
 If you possibly can,  
 Drive up to the crossing  
 And stop there, My Man.

Stop, Look and Listen!  
 'Twill Stop That Leak,  
 'Twill save your life,  
 Good fortunes you may seek.

Stop That Leak!  
 Stop, Look and Listen!  
 Remember the people that are missing  
 Resolve to yourself and others missing,  
 When you drive up to a crossing, you will  
**STOP, LOOK AND LISTEN!**

Another crossing accident happened a few days ago at 13th Street. A Ford car was demolished. The driver, being blind in his left eye, drove into a yard engine from the blind side. He said he had as much right on the crossing as the engine.

Some one asked General Foreman "Tom" Zinkan what would be the best way to Stop That Leak. "Tom" says, "Never mind, I have got the carpenter on the roof now putting on the paper."

Homer Fink, our six-foot-four-inch-boy-freight-trucker, journeyed out in the country about six miles to see his best girl. Homer showed up the next morning with a broken rib. We suggest that Homer learn this little verse:  
 "There are letters of accent,  
 There are letters of tone,  
 But the best way to letter  
 Is to letter alone."

"Fred" Toumine, our popular agent, had a bad accident when he fell on the icy pavement and fractured his left arm. Although suffering very painfully "Fred" has been right on the job.

It has been said quite often that if you came to Wellston and get a shot of this raccoon water you couldn't stay away. What we started to say was that William Maus, our popular account inspector, was in Wellston the past few days, filling up on the good Adam's ale.

The three clowns belonging to the Ohio Division, Mallen, Graf and Gelhausen, recently paid a visit to Wellston.



"Pat" Finn, Car Inspector, and "Bill" Payne, Foreman Frog Crew, both of Lima, Ohio

John Walker showed up for work the other morning feeling very badly. Later in the day his little son came down with his lunch and gave the tip that John had eaten an over dose of pork chops and had kept them awake all night "calling hogs."

Of course the longer skirts  
 May be the latest style,  
 But they are cut so weirdly  
 They'd make a dead man smile.

It seems as though when a fellow wants a new car, if he has an old one, he just pulls the throttle open and turns it towards the first train he sees.

Mary had a Thomas cat  
 It warbled like Caruso,  
 A neighbor swung a baseball bat,  
 Now Thomas doesn't do so.

It has been said you can Kilgore, but you can't Thras'her. I would hate to tackle the job either way.

Superintendent A. A. Iams, Ohio Division, who has been on the sick list for the past week or so, came over to see how things were running around Wellston.

The Sand House committee met and decided that it was all right to run the eastern business from the C. I. & W. through Wellston, via the Wellston Sub-Division from Dayton. Although it makes more work for us, we are very glad to see it come and hope it will keep coming. The harder we work the better we feel.

**Lima, Ohio**

Correspondent, O. L. WALLBURG

The improvement in business conditions during the last three months has meant a great deal to the Baltimore and Ohio family. Men on furlough have been recalled and the shop forces at Lima are being recruited to full working strength, preparing for the business this Railroad expects to handle during the year. The "boys" will be mighty glad to get back on the job again. Furthermore, it is felt that the return to work will be permanent and that there need be no fear of an impending slack season, at least not for the balance of this year.

We believe that the year 1923 will be the greatest year in the history of the Baltimore and Ohio Railroad and that the results accomplished will be beneficial to every department.

In order to bring this about, however, it will be absolutely necessary for each and every employe to give his best efforts in every way. It will mean that we must be on the job every minute of the time. It will mean that we must work and strive continuously to perform our tasks better and better. It will mean that we must be alert at all times concerning matters which are of interest to this great Company. We must especially bear in mind at all times, that in all things concerning this Company we will "Stop That Leak" by avoiding waste of material of any kind and by exercising the utmost care in the use of time and material entrusted to us.



Cartoonist Hillz travelled with the Ladies' Auxiliary to Lima and was strongly impressed, as you may see by this cartoon



When we once get the idea firmly fixed in our minds that our watchfulness in such things as putting in sixty full minutes to an hour and eight full hours to a day in faithful service for the Company, is appreciated by the Management of this Company, and this appreciation will manifest itself in divers ways (sometimes not recognized as such by its recipients), then and only then will we be true and loyal members of the Baltimore and Ohio family and worthy of the confidence of all good men. As we start in on this new era let us resolve to do nothing that will hinder and everything that will help our President Daniel Willard, in carrying out his program for the year, which will mean so much for all in his family. He has shown us that he is with us. Let us show him that we are with and for him.

On page 76 is a small photo of two members of the family at Lima, whom I will now introduce. "Pat" Finn, car inspector, stands at the right with the straw hat; at the left is "Bill" Payne, foreman of a switching crew.

Yard Clerk Elmer Rhodes, tied up with an attack of neuralgia, expects to be on

the job shortly. Sympathize with you, "Dusty." She's a bad actor, when she gets you.

In his travels around this world, the stork stopped long enough to leave a baby girl at the home of Yard Conductor A. F. Green, who is passing out chocolate to the boys. Why not cigars?

The ice is melting, the ground is thawing, the trees are budding, the birds are nesting and all nature is preparing to throw off the shackles of winter and along with the rest Supervisor "Ed" Ledger, Section Foreman Harvey Fogt and John Suydam are getting ready to attend the opening of the baseball season at Cincinnati. No bleacher seats for them either, eh boys?

Sorry to learn that Yard Conductor A. L. Stratton is compelled to lay off because of the serious illness of his wife. We sincerely hope for her early recovery, "Andy."

Ask Roundhouse Foreman Mike Brennan what he knows about the German, Irish or French language. We hear that he is taking a course of study embracing those subjects.

## Prize Winning Supervisors and Foremen Tell How They Came Out on Top

**F**OLLOWING are letters written by various supervisors and track foremen who won prizes for the best kept territories on the Baltimore and Ohio during the year 1922.

It is interesting to note that in practically every case, the keynote of their success is summed up in one word "Team-work" and that the prize winners are generous in sharing their honors with their men.

### He Obeys the Rules

In receiving the prize for the best supervisor's territory on the New Castle District, I feel that something has been accomplished besides the winning of a prize, gratifying as this is.

It is a pleasure to learn that our efforts are successful; this alone would spur the ambitious man to further efforts. The foremen on my territory are to be congratulated on the splendid showing made, and accomplished with a limited force.

Close attention to the instructions found in the Book of Rules governing the M. of W. Department, systematic cleaning during winter months, removal of brush, general cleaning in the spring, lining and surfacing track when frost is going out, starting tie renewals as early in season as possible to complete and then having the required time to shape up track and get ready for the winter, the all-important work of ditching, the making of as much standard roadbed as possible—all these things consistently followed out can bring only success.

The foremen and I at all times have endeavored to utilize our forces to the best advantage and with the idea of getting some value in return for each hour of labor expended.

F. C. Green  
Supervisor, Warren, Ohio.

### Makes Plans with His Foremen

Just before we began our season's work on my division, I walked over each fore-

man's section with him. We noted the different kinds of work that would have to be done on his section during the coming season, and at the same time took into consideration the condition of his section so that the most important work could be taken care of and not interfere with his tie renewals or other work which we had planned to do. I feel that by doing this it gives the foreman a better idea of the condition of his section, and impresses upon his mind the work that will have to be accomplished before winter. I feel that by handling the work this way it educates the foreman and gives me a stronger organization to accomplish my season's work.

H. J. Wilkening  
Supervisor, Elyria, Ohio.

### He Obeys Orders

I received voucher for \$35.00 for best branch line section for the year 1922. This I consider was won by working strictly according to instructions given by my supervising officers.

There are four particular points in keeping up track; gauge, line, surface and proper drainage. The greatest of all is good drainage, for it is the foundation of the roadbed. As soon as winter breaks up I go over and remove all material, which has accumulated during the winter months, in all ditches, so as to divert the water from track quickly. In the fall I do my ditching in dry weather. We can accomplish more with less labor and expense and do better work than we could if put off until the ditches were full of water and mud.

My spring work is to go over section and make a general house-cleaning, such as picking up all scrap, scouring out all ditches and everything that will make the road look tidy. Then comes surfacing and lining, using level board at all times, getting the road in as good condition as possible before renewal of ties.

There are a great many things that could be said in regard to track which

(Continued on page 78)

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## Pensioners' Roll of Honor

(Continued from page 43)

was educated in St. Alphonsus School. He learned the blacksmith trade and worked at this until April 4, 1894 when he came to the Baltimore and Ohio as truckman, Camden Station. One month later he was made gang boss, and in 1907 he became tallyman, working in this capacity until his recent retirement.

### John M. Purdum

John M. Purdum, retired trackman, was born on August 3, 1857. He entered the service of the Ohio River Railroad Company as trackman on June 26, 1891, at Point Pleasant, W. Va. In 1895 he was promoted to track foreman at Maggie, W. Va., and later worked at Clifton, W. Va., and Hartford. In 1917 he was transferred to New Haven, W. Va. He continued in this capacity until he became disabled and eventually retired.

Mr. Purdum says: "I am still loyal to the Baltimore and Ohio Railroad, and I heartily thank the Medical Department for the kind treatment which I received while under its care."

### Jacob Gasser

Pensioned Blacksmith Helper Jacob Gasser, Monongah Division, was born in Bern, Switzerland, on April 28, 1857. At the age of 32 he came to America to seek his fortune. He began work with the Baltimore and Ohio in 1888 as trackman. The next year he worked as laborer, and in 1890 he entered the shops as boilermaker helper. Three years later he was made hostler. In 1899 he became trackman again; later in the same year, car repairer in 1900, blacksmith helper; in 1921, hammer operator; in 1922, blacksmith helper.

Mr. Gasser owns his own home, where he and his wife now reside, at 633 W. Main Street, Grafton, W. Va.

### Henry P. Gebel

Henry P. Gebel, retired janitor, was born on December 22, 1851. He entered the service of the Railroad as janitor and porter, Grand Central Station, Chicago, on September 10, 1895. He worked here in the same capacity until the time of his retirement.



### Prize Winning Supervisors and Foremen

(Continued from page 77)

would require space. Everybody who finds anything in his regular work that he does not understand, would do well to consult the little black book which has been furnished to every foreman, called Instructions Governing the Maintenance of Way Department. It is a sure guide, not only to beginners, but to old timers.

S. J. Wilkinson  
Foreman, Chardon, Ohio.

#### Gives His Men a Lift

When I go to work I do my best. I lead my men and they follow. I put my shoulder to the wheel and give them a lift to help carry the work along. If a job is not worth doing right, it is not worth doing at all.

P. Keith  
Foreman, Akron, Ohio.

#### Only One Way—Work!

The way I won the prize is by doing

the work; that is the only way to get it.

M. Relish  
Foreman, Ravenna, Ohio.

#### Doing it Right the First Time

I secured my reward for the best section by following as closely as possible the rules for Standard Track. I believe one of the main things is also locking after line and surface and keeping right of way clean.

When raising track and doing work, always try to do it correctly, not always trying to see how much track we can cover. When work is done correctly, it will hold up, and it will not be necessary to follow yourself up almost daily, and in a short time have to jump from place to place over your entire section. You can go ahead and accomplish more in this way.

If a place shows signs of giving way, fix it now as it will not get any better of its own accord.

A. Bonacci  
Foreman, Berea, Ohio.

#### Makes Thoroughness a Habit

How I won the prize? I obtained men that were willing to obey the laws and

rules, and encouraged the spirit of our being a part of the Baltimore and Ohio Company. The habit was encouraged of doing the work, not leaving it for the other fellow. The advance was gained by a constant all-together pull, having in mind the lessons of standard and Safety First at all times.

O. L. Fritzing  
Foreman, Warwick, Ohio.

#### Don't Put Off Until Tomorrow!

As I have been asked for a note on winning the prize, I want first to thank the Baltimore and Ohio Railroad Company for it.

It really was a surprise to me for I think I have the poorest rail on the Lake Erie District, but by keeping my bolts tight I managed to keep my track in fair surface. This you cannot do with loose bolts.

I always try to keep all scrap picked up, especially where I do my day's work. I aim to pick up all old ties, chunks and scrap before leaving the job.

In patrolling track on a hand car, we see a nut, bolt, or part of a brakeshoe; we pass by, thinking we will get it coming



SOME WINNERS ON THE AKRON DIVISION

1—Section Foreman P. Keith, Elkhart, Ohio. 2—Track Supervisor H. J. Wilkening, Cleveland District. 3—Track Supervisor F. C. Green, Sub-Division No. 4, New Castle District. 4—Track Foreman M. Relish and his family, Ravenna, Ohio. 5—Track Foreman A. Bonacci. 6—Track Foreman L. J. Wilkinson, Chardon, Ohio



back, but when we come back we have run by it or forgotten where it was. Perhaps it will lie there two or three days or a week. It does not take any longer to pick it up when we see it than it does to hunt for it coming back and then pick it up.

I am hoping that these few words will help some other foreman to win a prize.

F. B. Fulk  
Foreman, Newark, Ohio.

**He is Always Ready for a Visit from the Boss**

I won my prize in this manner. First, having been furnished a good force of men, I used each man where he does his bit laid out for him in the best fashion. There are no two men who do the same work alike, so we used a man for renewing ties who can do this work with ease, and a man dressing ballast that always has his ballast laying just right.

I got the best results by trying to make each man in my gang see the difference in appearance of a piece of track after we had worked over it. I think by doing this one can get men interested to the extent of making things seem lighter and easier to them. It also makes my work easier. A good suggestion from a man who is interested in his work is valuable in pursuing a day's work. I think for one to be up on his work and to accomplish best results, he should use his men as he would like to be used when he sees a motor car coming around a curve with the

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supervisor and division engineer on it. I like to do my work so that when these two gentlemen pass along, they can do so without making much change.

In summer, renewal season is on. Then you are making necessary tie renewals, giving your track a little general surface, re-gauging, renewing spikes that should be renewed, cleaning stone ballast, laying stone upon track, removing weeds from roadbed, throwing up dirt, making standard subgrade and ditches, for the most essential thing on earth for good solid track is drainage; respacing ties, seeing that tie plates are set just right and spikes seated up to rail and tightened down properly. After you get your subgrade built up to standard, put your best talent to dressing down some nice new stone; take a few men to line kinks out of rail and when the supervisor comes along you can tell about the time his motor stops running whether you are doing it right or not.

O. C. Miller  
Foreman, Toboso, Ohio.

**Get His Work Under Way in Winter**

First of all we cut everything to the line. When you ditch, cut to the line; when you clean roadbed, cut to the line, and when you mow, cut to the line. Nothing shows up better than a good line from the train.

Get everything ahead in winter months that you can, such as ditching, tightening bolts, putting ties in road crossings, tapping down spikes.

A. A. Forrest  
Foreman, Waterford, Ohio.

**Gives His Men the Credit**

The credit for this district's winning the prize as best Supervisor's District is due the men and foremen. The men in charge of the sections on this district are hard, energetic workers, with the policies of the Company in mind and the interests of the Company at heart.

Because of no renewal work on this territory during 1922, except ties, we were able to spend the major portion of our time



**THEY CAME OUT AHEAD ON THE TOLEDO DIVISION**

1—Supervisor S. H. Pulliam, Rossford, Ohio. 2—Track Foreman Mike Rose, Overpeck, Ohio. 3—Track Foreman Edwin E. Blake, Zimmerman, Ohio. 4—Section Foreman H. A. Fogt, Anna, Ohio, and his daughter. 5—A prize-winning section

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WHEN THE NEWARK DIVISION CALLED FOR WINNERS—THESE CAME—AND BROUGHT THEIR FAMILIES

1. Section Foreman O. C. Miller and his family, Tobosco, Ohio. 2. Supervisor F. S. Mahurd, Newark, Ohio. 3. F. B. Fulk and his family, Newark, Ohio. 4. Track Foreman A. A. Forrest, Waterford, Ohio, and his little grandson

on line and surface, cleaning ballast and right of way, and improving road crossings. A car on the local every Saturday enabled us to keep the right of way free from scrap. Particular attention was paid to riding conditions through switches and also to keeping information signs plumb.

S. H. Pulliam  
Supervisor, Toledo, Ohio.

**The Baltimore and Ohio Standard**

In reference to the prize I received in 1922 on my section, I will say that we try to keep our track and switches in good line and surface, keep all bolts tight, ditches and right of way clean and track up to the standard of the Baltimore and Ohio.

H. A. Fogt  
Foreman, Anna, Ohio.

**January Honor Men in Securing Accurate Weighing**

By A. E. Day  
Chief of Weighing Bureau

THE statement on page 44, this issue, is published monthly in our MAGAZINE and is posted on platform bulletin boards so that all employes may know that their efforts to increase the revenue are appreciated.

For January John Draper, agent, with

the assistance of his station force, "Stopped Leaks" to the extent of \$2,003.60, the greatest increase shown at any of the important terminals in any one month.



AGENT C. R. GRIMM, CUMBERLAND, MD., Whose station made a good showing for accurate weighing in January

W. E. Shannon, agent, Brunswick Transfer, with the able assistance of his transfer force, can always be depended upon to "Stop Leaks." In January they did it to the extent of \$782.04.

C. R. Grimm, agent, Cumberland, with the assistance of his station force, "Stopped Leaks" to the extent of \$204.79.

S. R. Cordua, agent, Lost Creek, W. Va., singled handed and with a limited amount of tonnage "Stopped Leaks" to the extent of \$50.47, considerably more than the total shown by important terminal and other stations handling a much greater volume of tonnage.

This illustrates what we wish to impress upon every agent; namely, what can be done even at a country station where a limited tonnage is handled; if continuous attention is given the subject of check-weighing.

IT PAYS TO WEIGH!

Stop That Leak!



## The Little "Bob-Up" Towns

By A. L. Norton

Illustrated by Robert L. Heiser

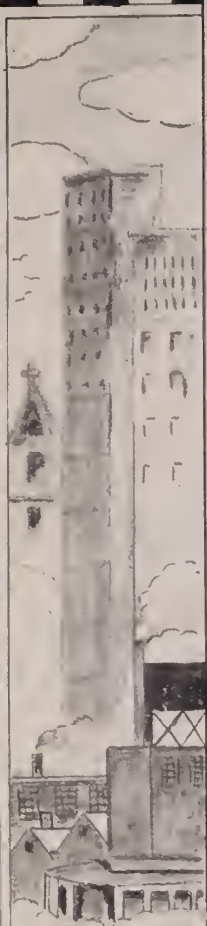
Did you ever take a swiftly moving train ride?  
Say the "Balt-Heigho" at fifty miles per hour.  
Did you see the little towns along the wayside,  
As you speeded on with e'er increasing power?  
Did you hear the lively message of the rail joints?  
"Click-click, click-click, click-click," they seemed to say.  
Did you know that it was teasing—from the standpoint  
Of the little towns that bobbed up by the way?

Oh, those little towns that bob up by the wayside,  
Just a glimpse as we dash by them in our train,  
To get a second look at them we've oft tried,  
And we've hoped that we might pass that way again.  
For years our own big city's been our wonder,  
It's been our life, our moods both sad and gay—  
And we forget the obligations that we're under  
To the little towns that bob up by the way.

There's a message in the music of this rail song—  
"Click-click, click-click, click-click, click-click, click-click,"  
With the throttle open wide, with bell a ding-dong,  
To the rhythmic click, click-click, click-click, click-click;  
There's no question that the melody is pleasing,  
Its accompaniment's a joy indeed to play—  
Yet we somehow feel we're victims of the teasing  
Of the little towns that bob up by the way.

Now those little towns that bob up by the wayside  
Would be bigger if it had not been for you;  
You recall the year you took the farewell train ride?  
You mind the day you bade your town adieu?  
Well, these good folk who have always lived and worked here  
Who in cities first beheld the light of day,  
Are outnumbered by the others (yes, it seems queer)  
From the little towns that bob up by the way.

So, we love the towns that bob up by the wayside,  
They remind us of some very early joys,  
When their limits were the limits of our world wide,  
And you and I were little girls and boys.  
Now, I wonder if it's true that a committee,  
Just to equalize, will send us back some day?  
My, oh my, how changed would be our wonder city  
And the little towns that bob up by the way!



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- 1 Sauce Boat Tray, 7 1/2 in.
- 1 Butter Plate, 6 inches

- 1 Vegetable Dish, 10 1/2 inches, with lid (2 pieces)
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- 1 Oval Baker, 9 inches
- 1 Small Deep Bowl, 5 inches
- 1 Gravy Boat, 7 1/2 inches
- 1 Creamer
- 1 Sugar Bowl with cover (2 pieces)

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